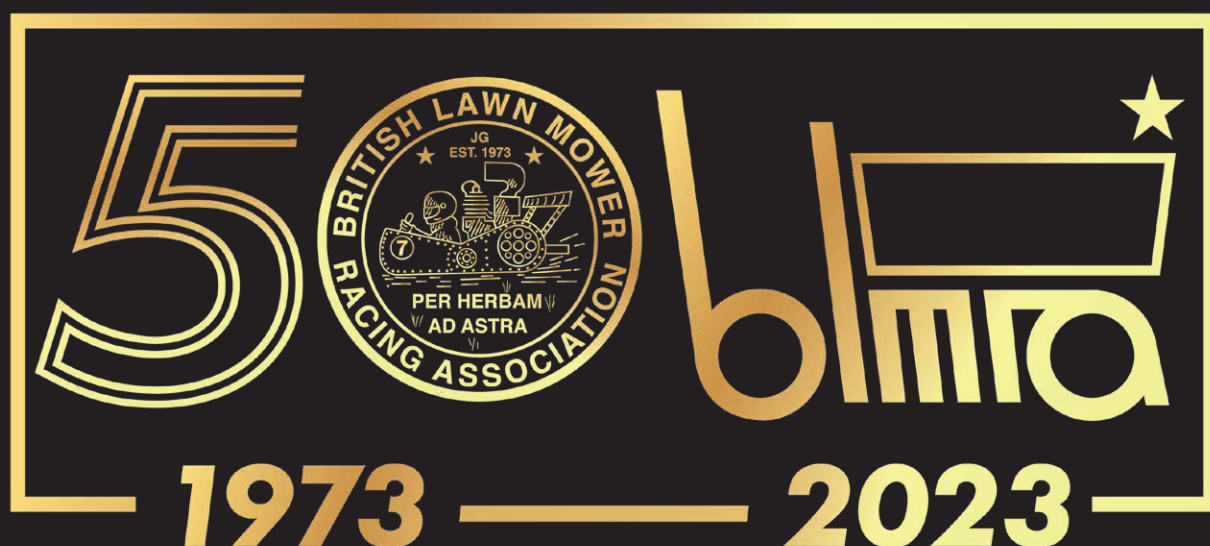


The British Lawn Mower Racing Association

Handbook 2023



2022 CHAMPIONS

Group 2 British Championship winners



Group 2 British Champion, Graham Tibbenham



L-R Jenson Cresswell (3rd), Graham Tibbenham (1st), Charlie Thurston (2nd)

Group 3 British Championship winners



Group 3 British Champion, Dean Fuller



L-R Stuart Johnson (2nd), Dean Fuller (1st), Peter Sque (3rd)

Group 4 British Championship winners



Group 4 British Champion, Alfie Smith



L-R Karl Selby (2nd), Alfie Smith (1st), Kenny Goodesmith (3rd)

We'd like to thank John Airey and Dan Jones for kindly allowing us to reproduce their photographs within the Handbook.



Handbook 2023

The information contained in this publication must not be copied or duplicated without the written consent of The British Lawn Mower Racing Association.

These Rules and Regulations become effective 1st January 2023.
This publication supersedes any previous editions



The British Lawn Mower Racing Association (BLMRA) is a Motorsport UK Association Ltd Recognised Group and is considered the governing body of lawn mower racing

All enquiries concerning Lawn Mower Racing should be addressed to:

The British Lawn Mower Racing Association
10 Thurne Way
Rudgwick
Horsham
West Sussex
RH12 3ER

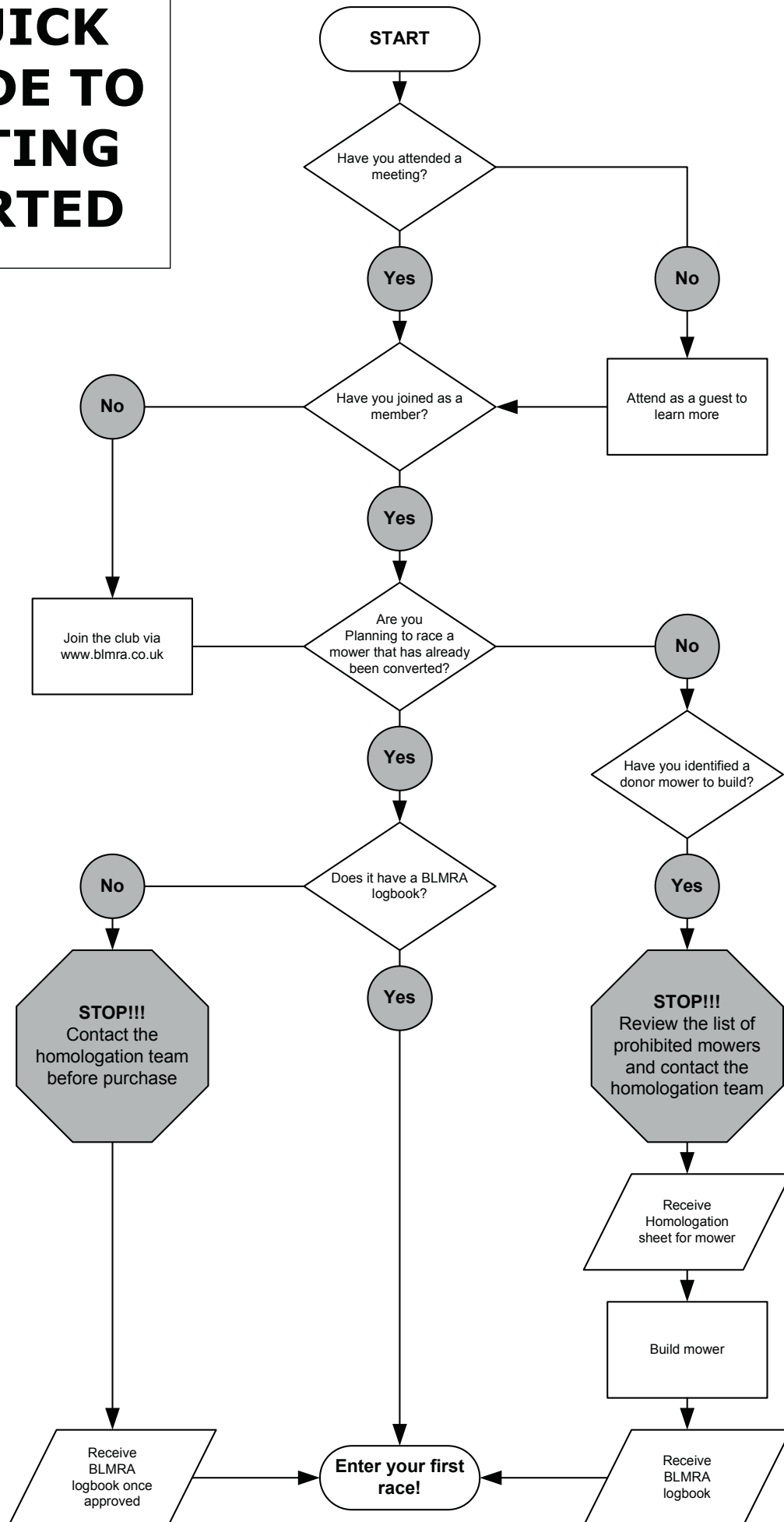
www.blmra.co.uk

info@blmra.co.uk

INDEX

Section	Title	Page
	Getting Started: A Flow Chart	3
	A History of the Sport	4
	Administration	5
	Code of Conduct	7
	Safety and Insurance	8
	Officials of the BLMRA	9
	Useful Contacts	10
	Championships and Endurances	11
A	Competitor Safety	12
B	Race Entry Requirements	12
C	General Competition Regulations	13
D	What Happens on Race Day	14
E	Common Rules and Regulations for Mowers	15
F	Mower Eligibility	15
G	Engine Specifications	16
H	Lap Keeping and Transponders	16
I	Log Books and Serial Numbers	17
J	Homologation Guidelines	
J:1	What is a Homologated Mower?	17
J:2	The Homologation Process	17
J:3	Contacts	17
J:4	Current Machines Not Acceptable for Racing	17
K	Group 1 Rules and Regulations	
K:1	Definition	18
K:2	Engines	18
K:3	Drive	18
K:4	Chassis and Grass Box	18
K:5	Safety	18
L	Group 2 Rules and Regulations	
L:1	Definition	19
L:2	Tuned Engines	19
L:3	Untuned Engines	19
L:4	Drive	19
L:5	Safety	20
L:6	Chassis and Grass Box	20
L:7	Trailer and Seat	20
L:8	Transponders	20
M	Group 3 Rules and Regulations	
M:1	Definition	21
M:2	Engines	21
M:3	Drive	21
M:4	Safety	21
M:5	Chassis and Bodywork	22
M:6	Homologation	22
M:7	Transponders	22
N	Group 4 Rules and Regulations	
N:1	Definition	23
N:2	Engines	23
N:3	Drive	23
N:4	Safety	23
N:5	Chassis and Bodywork	25
N:6	Safety Guards	25
N:7	Foot Plates	26
N:8	Homologation	26
N:9	Transponders	26
APPENDICES		
1	Marshalling Guidelines	28
2	Camping Guidelines	30
3	World Championship Supplementary Rules	31
4	Club Chronology	32
5	British Championship Winners	35
6	World Championship Winners	36
7	Animal Endurance Championship Winners	36
8	12 Hour Winners	37
9	Jim Gavin: An Appreciation	38

A QUICK GUIDE TO GETTING STARTED



A HISTORY OF THE SPORT

The BLMRA was founded in 1973 in The Cricketers Arms in Wisborough Green, West Sussex by a bunch of sporting enthusiasts that included Irishman Jim Gavin just back from a rally recce in the Sahara. While bemoaning the ever-increasing costs in all forms of motor sport, they looked across the village green and noticed the groundsman mowing the cricket pitch. In a eureka moment, it dawned on them that everyone had a lawn mower in their garden shed. Why not race them? A local venue was found and 80 mowers turned up for that first meeting. This new and eccentric sport became an almost overnight success and there were soon over a dozen events each season. Jim Gavin was appointed club President, only retiring in 2016, when club stalwart Pete Hammerton took over the role.

The main aims of the association are to provide keen, well organised and inexpensive motor sport. Racing usually takes place between May and October. There are weekend meetings, the season long British National Championships, the British Grand Prix, the annual 12 Hour Race and Endurance Championship, and the World Championships.

We are a non-profit making organisation and any monies made from events are given to charities or good causes local to individual events. The BLMRA is run primarily for fun loving enthusiasts. It is an amateur sport, although run in a professional manner. There are no cash prizes and commercialism is discouraged. Anyone who wants to compete, or help run events or just be involved, will be made most welcome. The basic rules are that all mowers must be self-propelled by an engine. They must have originally been designed, manufactured and sold to mow domestic lawns.

No less a man than Sir Stirling Moss has raced lawn mowers. He has won both our British Grand Prix and our annual 12-Hour Race. Derek Bell, World Sportscar Racing Champion, has won our 12 Hour twice, having had much of his training while winning the Le Mans 24 Hour Sportscar race five times.

The Guinness Book of Records has been recording our efforts for some years, and at the moment there are two separate records to aim for (speed and distance covered).

Further information and latest news is held on our web site at www.blmra.co.uk where you will be able to find the race calendar, the current state of the British National Championships and race reports from each meeting. You can also follow the Club on Facebook and Instagram or join the BLMRA Facebook group; simply click on the links at the bottom of the BLMRA home page.

You can e-mail us on info@blmra.co.uk where we can point you in the right direction if you need assistance. If you prefer, you can always write to us.



The very first lawn mower race, held at Coldharbour Farm near Wisborough Green, West Sussex in June 1973.

ADMINISTRATION

INTRODUCTION

The British Lawn Mower Racing Association is the governing body of lawn mower racing and is recognised as such by the Motorsport UK Association Ltd (MSA). It also represents the International Lawn Mower Sporting Association.

The prime purpose of the regulations is safety and secondly the preservation of the sport as we know it. In joining the association all members are deemed to have accepted the regulations and that they are willing to abide by them and enter into the spirit of the sport.

RULES AND REGULATIONS

These Rules and Regulations apply to events authorised by The Race Committee of The British Lawn Mower Racing Association (BLMRA).

The Rules and Regulations may be added to during the season at the discretion of The Race Committee, or for particular events (e.g. the 12 Hour or World Championships), or at the discretion of an event organiser. Any additional Rules and Regulations will be notified to all subscribing members.

These rules and regulations are reviewed annually at the end of the racing season and any changes deemed necessary are incorporated for the following season's racing. If you have any comments regarding the racing regulations please address them to the Chairman or a member of the committee.

To assist drivers in identifying recent amendments and/or additions to these regulations, the changes are shown in ***bold, underlined and italic print***

ANNUAL GENERAL MEETING

After each racing season the BLMRA will hold an Annual General Meeting that will be open to all and will be advertised on the club's website, social media sites or by email. At the meeting, the season's accounts will be presented for approval, reports given, committee elected and any other important matters discussed. To be eligible to vote on any matter, you must be a current subscribing full member of the club. The minutes of the AGM will be available to any subscribing member on request.

COMMITTEE – NEW MEMBERS

Qualification - Any subscribing and established member of the BLMRA who volunteers is eligible to be a member of the committee on election or appointment.

Candidates - Each candidate for election must be proposed and seconded independently by subscribing members of the BLMRA. This must be in writing or email to the chairman and must be received at least 14 days before the published date of the club's AGM (ianr@blmra.co.uk). Important - the candidate must fully understand and accept the commitment and time required.

Election - Normally, there will be a committee election each year at the AGM. If there is the same number of candidates as there are vacant seats, then only approval by a show of hands of club members present is necessary. If there are more candidates than seats, a confidential paper ballot will be held.

Term of office - The minimum term of office of a committee member is one racing season (or from one AGM to the next).

Co-opting - The chairman can, after consultation with the committee, co-opt or appoint any club member onto the committee whose service is expected to be beneficial to the club.

COMMITTEE STRUCTURE

Membership - The race committee shall consist of the president, vice president and up to 12 elected members, all of whom must be subscribing members of the BLMRA.

Representation - Each racing group should have at least one representative on the committee. Honorary vice presidents have the right to attend any committee meeting by appointment.

Chairman - Each year, the committee will nominate one of their experienced members to act as chairman. This nomination should be approved by a show of hands by the club membership at the AGM. Any candidate must be able to commit to the additional administration time and responsibilities required.

Decision making - All decisions, rule changes or directives etc. have to be passed by a majority of the committee. In the event of an indecisive vote, the chairman shall have the casting vote.

Publications - The committee shall have full editorial control of the website, social media and email communications published to the membership and media outlets.

Rotation - Each year, two members of the committee have to stand down by rotation, but can offer themselves for re-election. The history of committee members is available on request.

Extraordinary General Meetings - The president and/or chairman can call an extraordinary general meeting when required or urgency dictates that a matter cannot wait until the next AGM. Alternatively, the president and/or chairman can organise, in exceptional circumstances, a postal ballot of all the members, with responsibility for ensuring that it is carried out in a fair and democratic manner.

The BLMRA is a non-profit making organisation, registered in England and limited by guarantee. There are currently two directors of the BLMRA Ltd registered with Companies House: Peter F. Hammerton and Dean A. Fuller.

SOCIAL MEDIA

There is a very active BLMRA Facebook page; new members will find that almost anyone in the BLMRA will be only too pleased to help, and you will find there is a strong social side to lawn mower racing.

MEMBERSHIP

The membership year runs from the 1st November to 31st October and application is online via the website. If you join and are unable to complete your mower build before the end of that year's racing calendar, you may extend your membership to the end of the following season. This is limited to Full and Joint Memberships only and can be carried forward for one season only. Members will receive an electronic copy of the current handbook, a membership card and access to the member-only area of the website. There are six levels of membership which may be upgraded where applicable:

Full Membership

Any person wishing to race on a regular basis must be a fully paid-up member. Includes a spouse/partner and up to four children. Voting rights are restricted to the racing member. Gives full camping entitlements.

Single Event Membership

This is available for those wishing to try lawn mower racing with a view to becoming a full member and is limited to one weekend sprint event only. Race entry requirements apply. See Section B.

Junior Membership

Open to individuals from age 15-18 (subject to conditions and committee approval). Entitlement to race at all BLMRA race meetings where a junior category is listed, subject to filling in entry forms and insurance declarations and having an eligible mower. Gives full camping entitlements.

Endurance Membership (including 12 Hour)

For those wishing to participate in endurance events without incurring the cost of full membership. You may not compete in sprint meetings and you will not receive a membership card, but you will be provided with access to the member-only area of the website. Gives full camping entitlements.

Camping Membership

Gives full camping entitlements throughout the season for (two adults and up to four children) Subject to weekend camping fees and acceptance of venue terms. At some meetings with restricted space camping entry will only open after the closure of race entry and numbers may be limited.

The BLMRA reserves the right to refuse or cancel membership where any proceeding and/or act is prejudicial to the interests of the BLMRA, where there is a failure to abide by the Rules and Regulations, or where the sport is brought into disrepute.

GDPR STATEMENT

By registering with the BLMRA the member is granting permission for the BLMRA to securely store their personal data electronically and for it to be used strictly for club administration and news purposes only. The data stored will be the absolute minimum needed to run the club effectively.

Only club officials who need access to the records to perform their duties will be granted access with appropriate security controls in place. The BLMRA's membership information records will never be disclosed to any third parties.

Members have the right to withdraw their consent for the club retaining their personal details at any time; however, it is mandatory for active club membership. Please make any requests to webmaster@blmra.co.uk. Annually at the time of membership renewal the BLMRA will contact members with expired membership reminding them of the opportunity to remove their personal data if they wish to do so.

CODE OF CONDUCT

The very fabric of the club is built on friendliness, honesty and fairness. Please remember, the people who run the club and its events are all volunteers. The BLMRA expects competitors and their associates, at all times, to:

- Abide by the rules and regulations
- Respect the decisions of event officials
- Treat all competitors, marshals and officials equally with respect
- Maintain the highest standards of driving behaviour
- Conduct themselves in a proper manner at all times
- Make every effort to minimise the impact of their activities on the environment around them.

ABUSE

The BLMRA will not tolerate any form of abuse or aggression towards officials, marshals, spectators or competitors.

GRIEVANCES

- If you have any general grievance, then it should be addressed to the committee.
- Race related grievances should be addressed to the Clerk of the Course. Any such grievances will then be dealt with in the appropriate manner at his/her discretion, which is final.
- Grievances against another competitor's legality at a race meeting may be subjected to a cash bond of £50. Please talk to any committee member for details.

Each of the following is a breach of the conduct expected of members of the BLMRA and will lead to disciplinary action being taken:

- Any proceeding and/or act prejudicial to the interests of the BLMRA
- A deliberate failure to abide by the Rules and Regulations
- Any abusive, violent or anti-social behaviour, in person or via publicly visible social media etc.
- Bringing the sport or the club into disrepute.

Penalties may range from a simple exclusion from one heat up to, in extreme cases, a lifetime ban and removal of points scored. The penalty may also include a period of helping out at events before you are allowed to recommence racing. A penalty incurred within one club affiliated to Mower Racing UK will apply to all other clubs within the group. (Mower Racing UK is a steering group which currently represents five lawn mower racing clubs, with the common aim of promoting and protecting the sport.)

APPEALS

Any member has the right to lodge an appeal and this must be made to the chairman and/or president in writing within 7 days of any ruling.

SAFETY AND INSURANCE

WARNING! MOTOR SPORTS CAN BE DANGEROUS AND MAY INVOLVE INJURY OR DEATH
Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. In respect of these you are present at your own risk.

HEALTH AND SAFETY POLICY STATEMENT

The Association will endeavour at all times to operate in such a way as to provide, in so far as is reasonably practicable, a safe environment for all of its activities. Safety is of paramount importance and we have and will maintain a policy of continuous improvement. Remember – safety is the responsibility of every member! The Association will from time to time issue updated rules, regulations and guides that must be adhered to by all members or anyone else involved in running a recognised event. Our rules and regulations etc are under constant review by the race committee and any changes may need to be implemented at any time during the season. Please, if you see something that is happening that is potentially dangerous to anyone – do something about it there and then! If you have a constructive opinion regarding safety, about some aspect of the race, an activity, a track, a venue or even an individual's conduct, please talk to the organiser of the event or a race committee member as soon as possible. A copy of the Club's Risk Assessment is available from the committee on request.

It is the competitor's responsibility to ensure that they and their team comply with all safety specification rules **at all times** (including scrutineering, practice and racing).

A STATEMENT FROM OUR INSURANCE BROKERS

The BLMRA maintains Public & Product Liability Insurance (defined broadly as damage to property or injury to persons) to a limit of £5,000,000 for any one claim or series of claims from one occurrence. The policy, which is arranged with a specialist insurance company, protects the Association and its members from claims from third parties where the BLMRA or its members are legally liable. Cover includes member to member liability but not whilst participating in events. In addition the Association buys personal accident insurance which provides a specific benefit for marshals, lap keepers and race officials. The policy applies and is operative only whilst at events organised by the BLMRA. Full details of the benefits payable are available on request.

COMPETING MEMBERS' INSURANCE PREMIUMS

Insurance premiums are paid from membership and race entry fees. The club will record the number of participant days for declaration to our insurers if required.

FUEL STORAGE

Fuel must only be stored in purpose made containers and must be kept in a safe environment. Refuelling must only be completed with the engine stopped, away from the race track or spectators, in a safe manner and environment. Every entrant must have an in-date dry powder or CO₂ fire extinguisher with a minimum 2kg capacity. It must be kept within the pits of the entrant at all times, especially when refuelling.

PRIVATE PROPERTY NOTICE

Events are often held on private property and you are strictly forbidden to cause damage in any way. Spectators are forbidden on the course or in the competitors' paddock or to proceed beyond the spectator area, until the specified time. Persons ignoring the course marshals do so at their own risk. The promoters do not accept responsibility for any accident arising there from. It is a condition of admission that all persons having any connection with the promoter and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles, are absolved from all liability arising out of accidents howsoever caused resulting in damage and/or personal injury to spectators or ticket holders.

AFTER RACING HAS FINISHED

Any person who enters the track after racing has finished and when the track has been officially closed, does so entirely at their own risk. (Parents take note.)

MINIMUM AGE

The normal minimum age for adult racing is 18. The proposed Junior class is aimed at competitors from age 15. Proof of age may be required.

OFFICIALS of THE BLMRA

The BLMRA is managed by a President, Vice President and an elected Race Committee of up to 12 members, one of whom will be appointed to act as Chairman.

All the officials are there to help you if you are in any doubt about the running of the association, any of the regulations, safety issues or the spirit behind the sport.

Your officials for this season and their contact details are as follows:

FOUNDER

Jim Gavin
Mary Gavin – First Lady

PRESIDENT and GENERAL SECRETARY

Pete Hammerton	Rudgwick Billingshurst	07740 082588/01403 823535 01403 784678	peter@blmra.co.uk
----------------	---------------------------	---	-------------------

VICE-PRESIDENT

Charlie Gould	Pulborough	07850 246324	charlie@blmra.co.uk
---------------	------------	--------------	---------------------

RACE COMMITTEE CHAIRMAN

Ian Ratcliff	Leatherhead	07946 892071/01372 373983	ianr@blmra.co.uk
--------------	-------------	---------------------------	------------------

RACE COMMITTEE

Richard Atherton	Arundel	07759 446171	richard@blmra.co.uk
Les Pantry	Petersfield	07988 208050	les@blmra.co.uk
Stuart Johnson	Redhill	07904 419516	stuart@blmra.co.uk
Graham Tibbenham	Greatstone	07786 260689	graham@blmra.co.uk
Vikki Reeves	East Grinstead	07903 573243	vikki@blmra.co.uk
Carl Williams	Yateley	07432 642446	carl@blmra.co.uk
Mark Akeroyd	Horsham	07771 690500	mark@blmra.co.uk
Barrie Thomas	Conisbrough	07948 376528	barrie@blmra.co.uk
Dean Fuller	Guildford	07775 710090	dean@blmra.co.uk

HONORARY VICE PRESIDENTS Present and (Past)

Nick Sergeant, (Stan Cooper), Simon Haysom, Dick Greengrass, Howard Annett, (Chris Burrough MBE), Mick Levey, Dave Pattison, Pete Austin, Andy Stemp, Pete Longley, (Hans Odoerfer), Steve Fielder, Jim Hammerton, Mick Hills, (Jason Kanabus), Colin Fox, Mark Constanduros, (Tracy Mackay), Mark Akeroyd, Mark Jaffe, Chris Granville-Brown, Ian Tanswell, Andy Ashworth, Simon Funnell, Colin Clegg, Dean Fuller, Chris 'Tiff' Johnson, Pugs Reeves, Bruce Kaufman [US], Kerry Evans [US], Manny Torres [US]

PREVIOUS CHAIRMEN

Mick Levey, Pete Hammerton, Mark Constanduros

USEFUL CONTACTS

GENERAL ENQUIRIES

The British Lawn Mower Racing Association
10 Thurne Way, Rudgwick, Horsham, West Sussex, RH12 3ER. E: info@blmra.co.uk

EVENT UPDATES

For the latest news on events including cancellations, venue changes etc, please check our web site and our Facebook page.

WEB SITE/RACE ENTRIES

You can apply for membership and race entry via our web site as well as view the race calendar, race results, latest news, photo gallery and the club shop: www.blmra.co.uk. For website support and queries contact Carl Williams (07432 642446 carl@blmra.co.uk) or Mark Akeroyd (07771 690500 mark@blmra.co.uk).

OFFICIAL MERCHANDISE

Contact the committee for information: merch@blmra.co.uk

NEW EVENTS

If you would like lawn mower racing at your show or you know of an event where we could race, please contact events@blmra.co.uk

MEDIA AND PR

Contact Les Pantry (07988 208050) or Carl Williams (07432 642446): media@blmra.co.uk

SUPPLIERS AND SPARES

BLMRA Loncin engines: engines@blmra.co.uk

Bearing Boys: www.bearingboys.co.uk – use the discount code BLM015

R&M Racing: www.randmracing.co.uk – parts and machining services

George Carr & Sons: www.georgecarrpowerproducts.co.uk - BLMRA Honda engine supplier T:01179 669845

The Belt Doctor: www.thebeltdoctor.com – use the discount code BLMRA25. T:01384 389112

TECHNICAL

All technical queries should be directed to technical@blmra.co.uk. Group specific contacts: Group 1/Group 2 Ian Ratcliff (07946 892071/01372 373983); Group 3 Les Pantry (07988 208050); Group 4 Barrie Thomas (07948 376528).

HOMOLOGATION

All mowers must be homologated before you begin any race preparation on them; to have a mower homologated you must first be a club member (see details of deferred membership on page 6). You may also be able to bring your mower to a race meeting by prearrangement. Contact homologation@blmra.co.uk

TRANSPONDERS

To order your own Mylaps MX transponder contact W: www.mylaps.com or www.hssports.co.uk (see section H).

MARSHALS

If you think you would like to try marshalling at BMLRA events, please contact us via info@blmra.co.uk. No previous experience is required and you would receive training.

CHAMPIONSHIPS and ENDURANCES

The BLMRA is responsible for the organisation and operation of:

- The World Championship
- The British Championship
- The Animal Endurance Championship
- The 12 Hour
- The British Grand Prix
- Other endurance races

1. The World Championship

The World Championship takes place over a two day race weekend for each of the race groups. It is governed by the BLMRA rules and regulations and involves a series of heats culminating in a World Champion for each of the groups. (Please see appendix for supplementary rules.)

2. The British Championship

The British Championship is run annually for each of the race groups. It is governed by the BLMRA rules and regulations and involves a series of races which usually take place between May and October, culminating in a British Champion for each of the groups.

The points system for The British Championship is 1st 25pts, 2nd 20pts, 3rd 15pts, 4th 13pts, 5th 11pts, 6th 10pts, 7th 9pts, 8th 8pts, 9th 7pts, 10th 6pts, 11th 5pts, 12th 4pts, 13th 3pts, 14th 2pts, 15th 1pt.

The grid format for all British Championship races will be the reverse of the Championship standings.

You must cross the finish line at the end of the race under your own mower's mechanical power and within 5 minutes of the leading mower crossing the line.

Over a season, all competitors will drop their four worst scores (including DNS and DNF results). In the event of a dead heat in the final standings, the number of fastest laps will be taken into consideration.

3. The Animal Endurance Championship

The Animal Endurance Championship runs throughout the year with one round held on the Saturday at each meeting. Each round will be of a maximum 40 minutes duration. All the rules specific to the British Championship also apply to the Animal Endurance Championship. Points are awarded to the entrant and not the mower, therefore you are permitted to swap to a mower of the same group during the race to increase your chances of a finish.

The points system for each group are 1st 10pts, 2nd 8pts, 3rd 7pts, 4th 6pts, 5th 5pts, 6th 4pts, 7th 3pts, 8th 2pts, 9th 1pt. To be classified, competitors must have completed $\frac{3}{4}$ of the race distance covered by the winning mower in their class. Overall first, second and third place trophies are awarded at the end of the season.

4. The 12 Hour Endurance Race

The 12 Hour Endurance Race takes place in the summer and starts on a Saturday night and finishes on the Sunday morning with teams of up to three drivers. The overall winner is deemed to be the team that has covered the greatest distance, whether or not their mower is still running at the completion of the race. Final classification within individual groups requires competitors to cross the finish line with their mower under its own mechanical power within 5 minutes of the leading mower crossing the line.

5. The British Grand Prix

The British Grand Prix takes place over a two day race weekend for each of the race groups. It is governed by the BLMRA rules and regulations and involves a 30 minute race on each day culminating in a winner of The British Grand Prix for each of the groups (subject to variation).

6. Other endurance races

These vary in format from year to year: examples include the Double 3 Hour and Double 4 Hour. Final classification is similar to that of the 12 Hour (see above).

Perpetual trophies presented during the season remain the property of The BLMRA and recipients are responsible for their return, suitably engraved and in a clean condition.

A**COMPETITOR SAFETY**

Anyone who intends to take part in competition will need to be a member (except in the case of single event entry) and will need to be aware of the following regulations and recommendations:

1. CRASH HELMETS

A crash helmet must be worn during training, practice and competition. The competitor must ensure that the helmet is of a recognised standard, that it fits properly, is secured properly and that it is in a serviceable condition. It is the competitor who must ensure the helmet intended for use is fully fit for purpose. We advise against cameras being fitted to crash helmets as they may potentially cause point loading in the event of an accident.

2. CLOTHING

In addition to a suitable safety helmet, all limbs must be covered during on track racing and practice activities. Gloves – providing suitable protection for racing and not fingerless – must be worn. Use of stout footwear, eye protection and protective clothing, including motocross-style body armour which may prevent some types of impact injury, is strongly recommended.

3. DRUGS/ALCOHOL

No competitor or official shall be present within the prohibited area during the Race Day while under the influence of drugs or alcohol or take drugs or alcohol before the end of the Race Day (except alcohol as part of an end of day fun race, after which no further racing or practice is allowed). Any competitor or official found contravening these rules will be excluded from the prohibited area for the remainder of the Race Day and may be subject to further disciplinary action as seen fit by the Clerk of the Course and The Committee.

The BLMRA carries the facilities for the testing of drugs and alcohol. Competitors and officials will be liable to testing when it is considered that an individual may be a danger to the safety of themselves or others or where there are grounds to suspect that the actions of the individual have led to an incident/accident.

B**RACE ENTRY REQUIREMENTS**

Anyone who is intending on taking part in competition will need to be aware of the following procedures, regulations and recommendations:

1. RACE ENTRY FEES

All events are subject to an entry fee, which may vary from event to event.

Once the normal entry deadline is passed, entry fees will only be refunded – either fully or partially – under exceptional circumstances, in which case the decision to refund is at the discretion of the committee. Similarly, if a meeting is cancelled at short notice or abandoned, there will be no refund of race entry fees, unless circumstances are such that all financial outlay can be recovered. The Club will not repay any PayPal charges incurred.

2. RACE ENTRY

In order to race at any event, competitors must have completed their race entry details and paid by the Monday before the event. Entry is via the website, www.blmra.co.uk.

3. SIGNING ON

All competitors are required to sign on at Race Control. Competitors will be allowed to sign on when:

- Entry has been submitted prior to the event with full payment made.
- The mower has been through scrutineering.
- It has been signed off by the scrutineer.

PIT and PADDOCK RULES

Please remember the safety of others at all times; everybody must refrain from the following (penalties will be applied):

1. Speeding in the roped off safety areas.
2. Speeding in the pit and paddock area.
3. Racing during the absence of first aid cover.
4. Racing during the interval and racing after the meeting has finished.

In addition:

5. All personal motorised transport is forbidden within the BLMRA controlled areas.
6. The use of UAVs other than the club's official drone is prohibited without prior committee approval.
7. **During the racing programme no one is allowed to enter the track unless they have previously signed on at race control.**

No mower will be allowed onto the track until the full race entry fee has been paid, the mower has been scrutineered and the driver has signed on. Remember, don't just copy what you see others doing without checking first; (it could cause a lot of disappointment as well as wasting your money!).

SIGNALS

The following flags may be used at race meetings, please observe them and the marshals. Flags will be shown by the Clerk of the Course or at his/her instruction. While it's not always practicable to have a marshal on each corner, the Clerk of the Course will ensure that sufficient marshalling points are in place to provide full coverage.

- Union Jack - Start of the race (or a light system)
- Chequered Flag - End of racing
- Yellow Flag - Slow down, proceed with caution and no overtaking; on observing the yellow flag, raise one hand to alert following drivers
- Red Flag - Stop racing, bring your mower to a stop and switch off engine.
- Black Flag (Stan's) - The driver to whom it is shown must pull off and report to the Clerk of the Course
- Black & Orange Flag - Indicates that your mower has a mechanical/technical problem and you must pull off the track and report to the Clerk of the Course.
- Blue Flag - Indicates that you are being lapped and should allow the faster machine to pass when it is safe to do so. The flag will be shown from Race Control.

Some events will have remotely controlled course lights of red, yellow and green.

RACE ETIQUETTE

1. This is a non-contact sport. Please avoid unnecessary contact regardless of what you see others doing. We all have jobs to go to and do not wish to get injured.
2. Bad driving will be penalised at the discretion of the Clerk of the Course.
3. Please get to the start line as soon as possible when it is your turn to race.
4. If you go off the designated race track (as defined by bales, cones, etc.) you must rejoin when it is safe to do so and so you do not gain an advantage.
5. For the benefit of other racers, if you intend leaving the track, please indicate this by raising an arm.
6. Race related grievances should be addressed to the Clerk of the Course; see Code of Conduct
7. The primary role of marshals is to warn drivers of an incident and it is not their responsibility to recover or restart your machine. If you are stopped on track then it is your responsibility to move your mower, as long as it is safe to do so.

NOVICES

1. New racers are always welcome and wherever possible there will be races for those who wish to have a go. Refer to Entry in Section B.
2. Novices must identify themselves during the drivers' briefing.
3. Novices must wear a red hi-visibility jacket, as supplied by the Clerk of the Course on the day at all times on the track.

4. Novices will remain as such until told otherwise.

SETTING UP and DISMANTLING OF THE RACE CIRCUIT

All persons attending the race meetings will be required to help with the setting up of the track as approved by the Clerk of the Course. After the race meeting has finished **all persons attending will be required to help clear away** the bales / cones / tyres / ropes etc. and to put away equipment. Prize giving will not be carried out until all this has been done. We all want to go home after a race meeting so the more who help, the quicker things can be done. We are all members of the same club whether we are officials, racers or non racers.

To mitigate damage to the race field and to maximise the chances of the Club's return to the venue, all racers are required to bring with them a garden rake in order to repair the track where possible when racing has finished.

SCRUTINEERING

It is the intention that scrutineering will be carried out at every meeting to check for safety, legality and eligibility of mowers. In order to do this the mower must be in a clean and presentable condition.

If your machine fails scrutineering on a safety issue it will not be allowed to race until rectified. If the machine fails on any other issue it may be allowed to race on the understanding that it is rectified for the next meeting or at the discretion of the scrutineer.

The log book issued to each mower when first prepared for racing must be presented to the scrutineer at each event. If you lose your log book then you will need to pay for a replacement.

If you have made any changes to your mower since it was last scrutineered, please advise the person responsible for scrutineering and ensure you have dealt with all the issues previously noted.

All mowers may be subject to random scrutineering throughout the course of any race meeting.

GENERAL GRIEVANCES

See Code of Conduct.

D

WHAT HAPPENS ON RACE DAY

On arrival, find out where you can park in the pits. Where camping space is at a premium, priority will be given to racers, officials and marshals.

You will be expected to be in the race field for Drivers' Briefing at 9.30am unless otherwise stated. Please refer to the meeting-specific Event Sheet published prior to the event.

You will be expected to help set up and prepare the track.

At the event briefing, which must be attended by everyone, you will be advised of any specific information relative to that event and any other information that is of importance. The Clerk of the Course reserves the right to exclude any driver or team that has not attended the briefing. The Clerk of the Course's decision on any matter throughout the race weekend will be final and binding.

Prior to practice you must present your mower for scrutineering and sign on at race control.

You may then use the available track time for practice once the track has been opened by The Clerk of the Course.

During the course of the race meeting please listen to any announcements; they may be giving important information.

At commercial events (rather than our own closed, private events) the organisers will be expecting the Club to provide the public with a spectacle. Equally, the Club's aim is to showcase and promote the sport of lawnmower racing. Therefore, all entrants are expected to race as much as possible during a weekend and to give 'value for money', particularly if the Club has received an appearance

fee. However, where possible and time permitting, every effort will be made for racers to make the most of the particular venue's attractions.

After racing has finished, you will be required to help clear up the track. Once the track is cleared away prize giving will commence, awarding those racers who have been successful, or unfortunate!

E

COMMON RULES AND REGULATIONS FOR MOWERS

1. Any racer who is a member of the BLMRA will have a race number and corresponding transponder which they retain for the event.
2. Your number must be clearly displayed and must be black on a white background. The number must be displayed in four places on your mower, one facing forwards, one rearward, and one to each side. Race numbers must be printed at least 125mm (5 inches) high. The rear facing number is not compulsory for Group 1, but it is obviously in all competitors' interests to ensure that their numbers are fully legible to the lap scorers, spectators and commentators at all times.
3. Cutting blades must be removed. In Group 1 only, they may be retained but must be adequately and completely guarded.
4. You must carry a set of efficient mud flaps for the rear wheels which you may be required to fit at the discretion of the clerk of the course at any time. Mud flaps should be substantial and as a minimum cover the width of the tyre and remain within 50mm of the ground at all times.
5. Silencers will be required at all events to ensure engine noise falls below 90dBA when measured at a distance of 1 metre. The exhaust outlet pipe will preferably point towards the ground.
6. It is the responsibility of members to contact the race committee to agree details, dimensions, and evidence of eligibility of any lawn mower, prior to its acceptance.
7. In order to promote the good name, image and spirit of the sport, competitors are required to present their machines in a tidy and well-maintained condition.
8. **IF IT DOES NOT SAY YOU CAN DO IT, YOU CAN'T DO IT.**

F

MOWER ELIGIBILITY

1. The organisers reserve the right to reject at any time any mower, which in their opinion represents an attempt to defeat the spirit of the regulations even though it complies with the letter of them.
2. Events will be open to all self-propelled lawn mowers (except reciprocating knife type), the main proviso being that the mower must have been originally designed, manufactured and sold commercially to mow domestic lawns. It must remain as such other than the permitted modifications. You may not, therefore, purpose build a mower. By lawn mower we mean domestic lawns, not games fields, golf courses or public parks.
3. Lawn mowers are divided into four main groups:
 - Group 1 run behind
 - Group 2 towed seat and roller driven
 - Group 3 small garden riders, wheel driven
 - Group 4 small garden tractor, bonneted and wheel driven
4. Mowers may be modified as per these and subsequent regulations, but there will also be classes for unmodified (standard) mowers at some events.
5. All mowers must be checked and passed by scrutineering before being allowed onto the race track for either practice or for racing. However, it is always the entrant's responsibility to ensure the safety and legality of their mower. Mowers may also be subject to random scrutineering at any time by a committee member, race organiser, BLMRA official or nominated scrutineer. If in doubt about any of the safety aspects or the legality of your mower, check beforehand with a member of the race committee, they are there to help you!
6. The organisers reserve the right to refuse any model of mower which they deem not to be safe to race.
7. You can only race a mower type that has been homologated by the race committee.
8. **Grandfather rights do not exist and current rules apply to all mowers.**

G**ENGINE SPECIFICATIONS**

The Committee has a policy of continuous review and now has a dynamometer to assess engine options. In addition, it reserves the right to test alternative engines in a live racing environment. Current engines eligible for use in Groups 2, 3, and 4 include (for any updates, please see the website):

Make	Model	Part No	Group 2	Group 3	Group 4
Honda	GXV 340 Recoil	GXV340UT2DN4OH		Y	Y
	GXV 340 Electric	GXV340UT2DNE4OH		Y	Y
	GX 340 Recoil	GX340U1QH4OH	Y	Y	Y
	GX 340 Electric	GX340U1QXE4OH	Y	Y	Y
	GXV 390 Recoil	T1 DN5		Y	Y
	GXV 390 Electric	T1 DNE5		Y	Y
Tecumseh	Enduro	113102		Y	Y
	Enduro	1142		Y	Y
Briggs & Stratton	Intek 21 Recoil	21B972 0117-E1		Y	Y
	Intek 21 Electric	21A977 0157-E1		Y	Y
Subaru	Robin EX27		Y		
Kohler	Command 12	CS12T-941501		Y	Y
	Command 12	CS12TR-941625 (2:1 reduction 'box)		Y	Y
Loncin	G340F Recoil		Y	Y	Y
	G340FD Electric		Y	Y	Y
	G390F Recoil with standard exhaust*		Y	Y	Y
	G390F-EP Electric with standard exhaust*		Y	Y	Y
	413cc Electric with standard exhaust*	LC1P88F-1		Y	Y

This does not affect the older/previous engines being used of a lesser horsepower.

***Where use of the standard exhaust is stipulated, all elements must be retained and kept in the same order. If there are space constraints, the alignment of the silencer may be adjusted by the introduction of additional pipework.**

Be careful to ensure that any potential Honda GX 340 purchase is of 340cc capacity, since badging may be misleading. The correct capacity is cast into the crankcase.

H**LAP KEEPING and TRANSPONDERS**

All members who plan to race a mower will be required to lease a Mylaps MX transponder or hire one from the BLMRA if available. To purchase a transponder, please see the contact details on page 10. If you wish to hire a transponder, this can be done at the race meeting which you attend. However, a deposit will be required against damage or loss.

The transponder becomes your responsibility and it is up to you to ensure it is in full working order prior to racing.

It will also be your responsibility to:

- Fix the transponder to the mower using the special clip.
- Attach the transponder to the mower in the position stated.
- Ensure the R pin is pushed fully through the retaining post.
- Keep it clean during race conditions to prevent loss of signal.

Remember – no transponder, no recorded laps!

All mowers will be issued with a log book and a serial number at the time of homologation. The log book will become your responsibility and will need to be presented to the scrutineer at each race. The serial number will be marked on the chassis and must remain legible at all times. You will need to pay for replacement log books.

Remember – no log book, no racing!

J:1 WHAT IS A HOMOLOGATED MOWER?

A homologated mower is a machine that has been verified by the race committee.

If you are preparing or purchasing a new machine regardless of type it must be individually homologated and issued with a log book and serial number.

J:2 THE HOMOLOGATION PROCESS

1. The committee will first check that the proposed machine fits into the definition of the class in which you intend to race it (as defined by sections L, M & N of the rules and regulations).
2. Having established that it is eligible, the committee will ask to see the complete machine before anything has been done to it. The machine's eligibility will also be assessed on safety grounds.
3. The following dimensions will then be recorded to ensure that the machine remains as original as possible - wheelbase, front track, rear track, front tyre size, rear tyre size, front of chassis to centre of rear axle, engine alignment (centre of crank to front of chassis).

For tractor type machines (Group 4) in particular:

- Height of rear of chassis, dash height from top of chassis, front of chassis to leading edge of dash, length of bonnet, method of drive.
- It will normally be specified whether or not you can remove any material in the seat base area to achieve a seat height of 190mm (7.5") from the centre line of the rear axle to the underside of the seat base. This is done because it will be assumed that you will fit the smallest wheels permitted. This will be assessed by fitting dummy wheels and checking that there is enough clearance to remove the rear wheels from under the mudguards. Some machines do not require any material to be cut away and some do, in any event this will be strictly specified. In addition this will be done with the chassis set in a level plane at 255mm (10") from ground to top of chassis; in the event that you increase this dimension to incline the machine the dimension to the underside of the seat will change accordingly (i.e. 280mm (11") height at the rear will mean that the dimension to the underside of the seat will become 8.5").
- 4. Once a machine has been successfully homologated, the race committee will draw up a specification sheet with photo for that particular machine. The specification sheets for all current homologated types are held on record by the race committee and will be issued to each individual as required.

J:3 CONTACTS

Your initial contacts for homologation are detailed on page 10.

J:4 CURRENT MACHINES NOT ACCEPTABLE FOR RACING (at time of print)

For reasons of safety, the following machines are not acceptable for racing:

Allen National (all models), Wolf Kart and Wolf Scooter, Mustang, Templar Tracer.

K:1 DEFINITION

A Group 1 lawn mower is a machine designed to cut grass for domestic purposes. In standard form it will be self-propelled and roller driven.

K:2 ENGINES

1. The mower must be powered by a lawn mower engine.
2. The fuel for any engine must be ordinary pump fuel and be free from any performance / power increasing additives.
3. Should the entrant be in any doubt about the legality of his/her engine, they must consult a member of the race committee.

K:3 DRIVE

1. The original type of drive i.e. belts, chains, gears or whatever, must be retained. Pulleys, gears etc, may be changed for bigger or smaller ones to alter ratios. If the drive was originally through a chain case on the side of the mower, it must continue to be through the chain case on the original side.
2. It must be roller driven.
3. Mowers must be fitted with an automatic throttle closing device, which will work whenever the driver's hand leaves the throttle control. Two independent throttle closing devices to be used, e.g. two springs.

K:4 CHASSIS and GRASS BOX

1. Grass boxes where originally fitted must be retained and securely fastened.

K:5 SAFETY

1. All mowers must have an ignition cut out. This must be hand controlled and will stop the machine if the runner loses contact. (i.e a dead man's handle).
2. The age of racers will be at the discretion of the Clerk of the Course.
3. Races will only take place on a closed track, usually on a short infield course.
4. Where children are racing then there will be parental one-to-one marshalling.

L:1 DEFINITION

A Group 2 lawn mower is a machine designed to cut grass for domestic purposes. In standard form it will be self-propelled and roller driven but for racing it will have a towed seat. In Group 2 you may either use a tuned engine (see L:2) or an untuned engine (see L:3). Before purchasing a potential machine for conversion, please contact the Group 2 representative who can advise you on side plates. Similarly, before starting work, you must contact the homologation team by e-mailing homologation@blmra.co.uk.

Remember, if it doesn't say you can do it, you can't do it.

L:2 TUNED ENGINES

1. The only tuned engines now allowed are the Honda GX200 and its clone equivalents. (This option currently applies to Group 2 only.)
2. **The original position of the crankshaft relative to the side plates must be retained.**
3. The original block, crankcase and cylinder head must be retained.
4. The fuel for any engine must be ordinary pump fuel and be free from any performance / power increasing additives.
5. Should the entrant be in any doubt about the legality of his/her engine, they must consult the race committee.

L:3 UNTUNED ENGINES

1. Please refer to section G.
 2. Engines must remain as standard apart from the following:
 - The exhaust pipe and silencer may be altered or changed (engine dependent).
 - The governor may be removed or disconnected.
 - **The original position of the crankshaft relative to the side plates must be retained.**
- No other alterations, modifications or "blue printing" are allowed.**
3. Should a rebore become necessary because of wear or damage, only the manufacturer's standard or 'oversize' piston and rings etc, or pattern parts to the original design, may be used as replacements.
 4. The fuel for any engine must be ordinary pump fuel and be free from any performance / power increasing additives.
 5. Should the entrant be in any doubt about the legality of his/her engine, they must consult the race committee.

L:4 DRIVE

1. The original type of drive i.e. belts, chains, gears or whatever, must be retained. Pulleys, gears etc, may be changed for bigger or smaller ones to alter ratios. If the drive was originally through a chain case on the side of the mower, it must continue to be through the chain case on the original side.
2. A gearbox may only be used if originally fitted, and then it must be standard and to the original specification. No variable transmissions, i.e. torque converters or variable pulleys, are permitted.
3. Drive rollers must be in their original position and must not be less than 2/3 (66%) of their original width. Rollers may be modified to improve grip but this will only be by the addition of rubber; the maximum tread depth must not exceed 20mm. Securing bolts (holding the rubber to the roller) must not protrude above the depth of the tread.

L:5 SAFETY

1. Mowers must be fitted with an automatic throttle closing device, which will work whenever the driver's hand or foot leaves the throttle control. As a minimum, two springs acting on and attached directly to the throttle must be used. These are in addition to existing twist grip return springs.
2. An ignition cut out, which will work under any circumstances should the driver lose contact with the mower, must be fitted. A noose around the driver's wrist is not acceptable. The cut-out connection must be positively fastened to the driver and must not extend further than 1 metre.
3. Starting circuits must be disabled when the mower is left unattended (using an Anderson plug on the battery or a master switch, for example).
4. All permanently live positive terminals must be suitably insulated to protect against the possibility of shorting out.
5. No sharp edges, protrusions or bumpers/fenders are allowed.
6. An efficient braking system must be fitted and operational at all times.
7. Any part of the exhaust pipe that could be used as a grab handle must be wrapped or guarded.

L:6 CHASSIS and GRASS BOX

1. Handle bars and controls may be lowered and altered, but the overall profile must remain that of the standard lawn mower. All levers must be ball-ended.
2. Grass boxes where originally fitted must be retained and securely fastened. They must be as near as possible in the original position, except that some grass boxes may have to be fitted slightly lower than standard. If it becomes necessary to replace the grass box, the replacement must be as wide as the side plates and it must look, as closely as possible, like the original grass box.

L:7 TRAILER and SEAT

1. The design of towed seats is free. They may be lowered and the choice of roller or wheels is optional. Trailer wheels must be guarded to avoid contact from the rear.
2. The driver's foot rests may be moved from the tow bar to the back of the mower but may not be any further forward. They must not protrude outside the side plates.
3. The overall width of the trailer (to the outside edge of the rear tyres) must not be more than 152mm (6") wider than the mower (measured between the side plates).
4. The seat may be changed or modified but the back rest may not be higher than the driver's shoulder blades.
5. Towed seats must be secured to the mower by two separate linkages. The first is, as on a normal mower, to pull the seat along. It can be modified or replaced as long as it is strong enough to satisfy the scrutineers. If a nut and bolt is used at the end, holding the linkage to the mower, then the nut must be secured by a split pin or similar. The second linkage is primarily a safety one, which will allow the driver to retain control, at least until the mower is brought to a halt, should the main linkage break. This 2nd linkage must not inhibit the mower to seat movement through any of the 3 planes:
 - Side to side (as in steering)
 - Pulling back/pushing forward the handle bars
 - Rocking from side to side (either side of the mower can be lifted at least 3" without the seat lifting in standard or racing position).

L:8 TRANSPONDERS

The transponder must be securely fixed to the back of the seat and positioned in such a way that it will avoid damage in the event of a collision.

M:1 DEFINITION

A Group 3 lawn mower is a garden ride-on, wheel driven machine, with a chassis designed for an engine up to 18hp, with no obvious bonnet and designed to cut grass for domestic purposes.

Anyone preparing a new Group 3 mower **must** first contact the homologation team by e-mailing homologation@blmra.co.uk. **Remember, if it doesn't say you can do it, you can't do it.**

M:2 ENGINES

1. Please refer to section G.
 2. The engine must be retained as close to its original position as possible.
 3. The engine orientation can be changed from vertical to horizontal, and vice versa.
 4. Engines must remain as standard apart from the following:
 - The exhaust pipe and silencer may be altered or changed unless a specific restriction has been stated in the engine homologation list (see page 16).
 - The governor may be removed or disconnected.
- No other alterations, modifications or "blue printing" are allowed.** Non-genuine replacement parts may be fitted but these must be like-for-like and not performance enhancing, ie same size, same material and same weight.
5. Should a rebore become necessary because of wear or damage, only the manufacturer's standard or 'oversize' available piston and rings etc may be used as replacements.
 6. The fuel for any engine must be ordinary pump fuel and be free from any performance / power increasing additives. LPG is not acceptable.
 7. Entrants in any doubt about the legality of their engine must consult the committee.
 8. Fuel tanks must be designed specifically as a fuel tank, sourced from a recognised manufacturer and no more than 4.5 litres in capacity. 'Cut and shut' fuel tanks are not permitted.
 - Vacuum pumps must be removed as gravity feed is the only allowable option (however, fuel pumps may be considered on a case by case basis – please contact the homologation team)
 - Fuel tank location will be considered on a case by case basis.
 - Fuel tanks and filler cap fastenings must be appropriate for the application and will be subjected to random scrutineering.
 - Any machine considered unsafe will not be allowed to continue racing. Please note this is a safety requirement.

M:3 DRIVE

1. The intention is that, the original type of drive i.e. belts, chains, gears or whatever, must be retained. Pulleys, gears etc, may be changed for bigger or smaller ones to alter ratios. If the drive was originally through a chain case on the side of the mower, it must continue to be through the chain case on the original side.
2. A gearbox may only be used if originally fitted, then it must be standard and to the original specification. No variable transmissions, i.e. torque converters or variable pulleys, are permitted.
3. Lawn mower tyres and wheels must be used and must be the same size / dimension as those the manufacturer fitted as standard. Cleated or quad tyres and snow tyres are forbidden.

M:4 SAFETY

1. An automatic throttle closing device must be fitted which works whenever the driver's hand or foot leaves the throttle control. As a minimum, two springs acting on and attached directly to the throttle must be used. These are in addition to existing pedal/hand throttle return springs.

2. An ignition cut out, which will work under any circumstances should the driver lose contact with the mower, must be fitted. A noose around the driver's wrist is not acceptable. The cut-out connection must be positively fastened to the driver and must not extend further than 1 metre.
3. Starting circuits must be disabled when the mower is left unattended (using an Anderson plug on the battery or a master switch, for example).
4. All permanently live positive terminals must be suitably insulated to protect against the possibility of shorting out.
5. No sharp edges, protrusions or bumpers /fenders are allowed.
6. An efficient braking system must be fitted and operational at all times.
7. Any part of the exhaust pipe that could be used as a grab handle must be wrapped or guarded.
8. Particular attention should be paid to the fixing of the wheels to the axles.
9. Cutting blades must be removed.
10. Any use of lithium polymer batteries is not allowed.

M:5 CHASSIS and BODYWORK

1. The overall chassis profile may not be altered from standard. By chassis we mean the basic chassis specification, i.e. body, fairings, mudguards etc, as produced by the manufacturer. By profile we mean lengths, widths, heights, thickness, types of material, and visual appearance etc. The **only** exceptions are as follows:
 - Discreet out of sight strengthening to the chassis.
 - Discreet transmission accommodation i.e. if a large drive pulley will not fit in the chassis without removing the metal, then this may be done, but only as much as necessary.
2. Seats may be lowered, but only to the seat panel; seat panel to axle centre may be checked by referring to the homologation details provided.
3. The actual seat may be modified or changed but the backrest may not be higher than the driver's shoulder blades. Measured from the ground, the top of the seat back must be no less than 735mm (29 inches) high across the majority of the seat's width. The seat back must be made of a material sufficiently robust to support the weight of the upturned mower and offer adequate protection to the spine; open loops must therefore be filled in.
4. Discrete seat suspension may be fitted. However, the seat must pivot from the front with the suspension / damping limited to the rear in a vertical axis. The underside of the compressed seat must be no lower than the homologated dimension. Scrutineers will pay particular attention to the integrity of the system.
5. If originally fitted with a steering wheel, then it must retain a steering wheel which must be circular and not take the form of modified handlebars.
6. If your machine suffers panel damage during racing, you may be able to have them replaced with remanufactured items, but please contact the committee first.

M:6 HOMOLOGATION

It is the responsibility of members to contact the race committee to agree details, dimensions, and evidence of eligibility of any lawn mower, prior to its acceptance.

M:7 TRANSPONDERS

The transponder must be securely fitted to the front of the rear panel, just above the footplate or as directed by the scrutineers.

N:1 DEFINITION

A Group 4 mower is a lawn tractor with a chassis designed for an engine up to 18hp, which has been designed to cut grass for domestic purposes. It will have the engine situated in front of the operator, covered by an obvious bonnet. A rotary blade cutting deck will be suspended under the chassis between the front and rear wheels. The original tyre sizes will have an obvious size difference front to rear emulating a 'baby' agricultural tractor. Anyone preparing a new Group 4 mower **must** first contact the homologation team by e-mailing homologation@blmra.co.uk. **Remember, if it doesn't say you can do it, you can't do it.**

N:2 ENGINES

1. Please refer to section G.
2. The engine must be retained as close to its original position as possible.
3. The engine orientation can be changed from vertical to horizontal, and vice versa.
4. Engines must remain as standard apart from the following:
 - The exhaust pipe and silencer may be altered or changed unless a specific restriction has been stated in the engine homologation list (see page 16).
 - The governor may be removed or disconnected.**No other alterations, modifications or "blue printing" are allowed.** Non-genuine replacement parts may be fitted but these must be like-for-like and not performance enhancing, ie same size, same material and same weight.
5. Should a rebore become necessary because of wear or damage, only the manufacturer's standard or 'oversize' available piston and rings etc may be used as replacements.
6. The fuel for any engine must be ordinary pump fuel and be free from any performance / power increasing additives. LPG is not acceptable.
7. Entrants in any doubt about the legality of their engine must consult the race committee.
8. Fuel tanks must be designed specifically as a fuel tank, sourced from a recognised manufacturer and no more than 4.5 litres in capacity. 'Cut and shut' fuel tanks are not permitted.
 - Vacuum pumps must be removed as gravity feed is the only allowable option (however, fuel pumps may be considered on a case by case basis – please contact the homologation team).
 - Tanks must be fitted forward of the dash/steering frame and located within the bonnet area.
 - Fuel tanks and filler cap fastenings must be appropriate for the application and will be subjected to random scrutineering.
 - Any machine considered unsafe will not be allowed to continue racing.

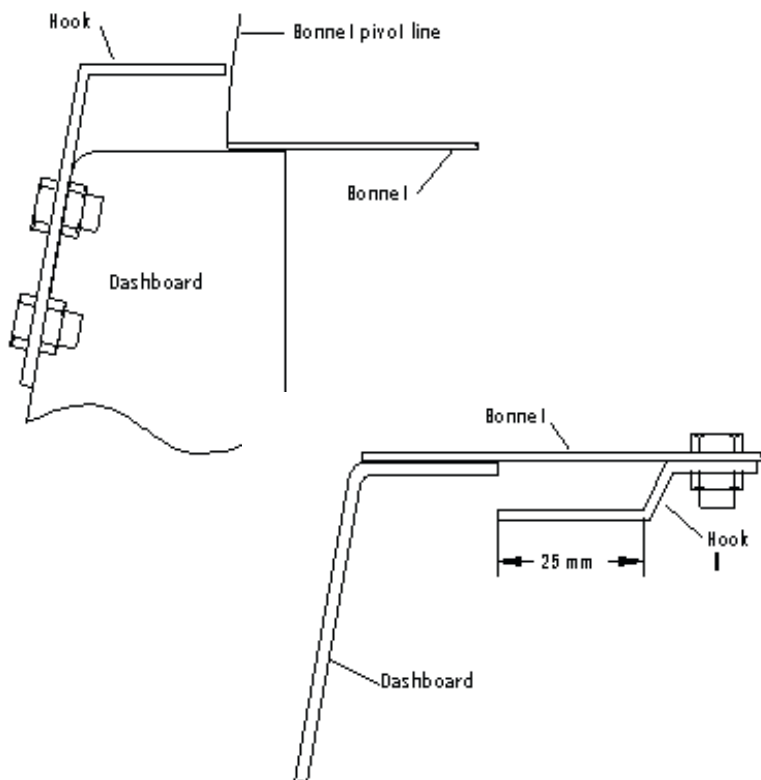
N:3 DRIVE

1. The intention is that the original type of drive i.e. belts, chains, gears or whatever, must be retained. Pulleys, gears etc, may be changed for bigger or smaller ones to alter ratios. The original method of drive must constitute a majority of the drivetrain – a guideline ratio is 60:40.
2. A gearbox may only be used if originally fitted, then it must be standard and to the original specification. No variable transmissions i.e. no torque converters or variable pulleys are permitted.
3. Lawn mower tyres and wheels must be used and be of the size stated on the homologation details. Cleated or quad tyres and snow tyres are forbidden.

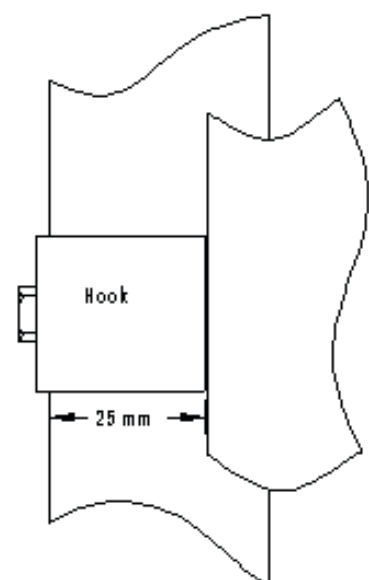
N:4 SAFETY

1. An automatic throttle closing device must be fitted which works whenever the driver's hand or foot leaves the throttle control. As a minimum, two springs acting on and attached directly to the throttle must be used. These are in addition to existing pedal/hand throttle return springs.

2. An ignition cut out, which will work under any circumstances should the driver lose contact with the mower must be fitted. A noose around the driver's wrist is not acceptable. The cut-out connection must be positively fastened to the driver and must not extend further than 1 metre.
3. Starting circuits must be disabled when the mower is left unattended (using an Anderson plug on the battery or a master switch, for example).
4. All permanently live positive terminals must be suitably insulated to protect against the possibility of shorting out.
5. No sharp edges, protrusions or bumpers/fenders are allowed.
6. An efficient braking system must be fitted and operational at all times.
7. Any part of the exhaust pipe that could be used as a grab handle must be wrapped or guarded.
8. Particular attention should be paid to the fixing of the wheels to the axles.
9. Cutting blades must be removed.
10. Any use of lithium polymer batteries is not allowed.
11. Ideally all bonnets will be rigidly fixed with at least four bolted fixtures. However, if the bonnet is hinged it must be mechanically fixed and prevented from travelling rearwards in the event of an accident, and designed to the satisfaction of the scrutineers (see drawings below).
 - The intention is to provide a second means of bonnet retention that will prevent the bonnet from opening or moving rearwards in the event of an accident.
 - If the rear of the dashboard is filled in, cut a hole to allow the hooks to engage in the event of the bonnet moving rearwards.
 - Hooks to be made of mild steel, minimum 3mm thick and two of them required, one either side of the steering wheel.



PLAN VIEW



N:5 CHASSIS and BODYWORK

1. The overall chassis profile may not be altered from standard. By chassis we mean the basic chassis specification, i.e. body, bonnet, fairings, mudguards etc, as produced by the manufacturer. By profile we mean lengths, widths, heights, thickness, types of material, and visual appearance etc. The **only** exceptions are as follows:
 - Discreet out of sight strengthening to the chassis.
 - Discreet transmission accommodation i.e. if a large drive pulley will not fit in the chassis without removing the metal, then this may be done, but only as much as necessary.
 - Front mudguards may be fitted.
 - Fuel filling flaps – please see a member of the homologation team.
2. The bodywork above the chassis line may not be altered from standard and must remain in its original position except as may be noted on its homologation details.
3. Seats may be lowered. The method of lowering the seat will be specified in the homologation list. This may only be achieved by raising the axle up into the chassis and/or by removing a minimal amount of metal directly under the seat.
4. Seats may be modified or changed but the backrest may not be higher than the driver's shoulder blades. Measured from the ground, the top of the seat back must be no less than 735mm (29 inches) high across the majority of the seat's width. The seat back must be made of a material sufficiently robust to support the weight of the upturned mower and offer adequate protection to the spine; open loops must therefore be filled in.
5. Discrete seat suspension may be fitted. However, the seat must pivot from the front with the suspension / damping limited to the rear in a vertical axis. The underside of the compressed seat must be no lower than the homologated dimension. Scrutineers will pay particular attention to the integrity of the system.
6. If originally fitted with a steering wheel, then the mower must retain a steering wheel. This must be circular and not take the form of modified handlebars.
7. In the event of non-metallic body parts being damaged beyond repair, replica parts may be reproduced in fibreglass from a mould of the original if these parts are not readily available from the manufacturer. You must obtain permission from the committee before proceeding.

N:6 SAFETY GUARDS

- Safety guards must be fitted to prevent wheels interlocking.
- Cutter decks may be retained if they adequately prevent wheels interlocking and are securely fitted.
- Guards must fill 80% of the open gap between the front and rear wheels.
- Guards must be a minimum of 76mm (3 inches) in depth and present a flat face over the 76mm depth (tubing framework must be covered by this flat face) (fig.1 below).
- The outer face of the guards may be inset by no more than 25mm (1 inch) from the outer face of the rear tyres (fig.2 opposite).
- Guards must be evenly placed about the centre line of the front and rear axle.

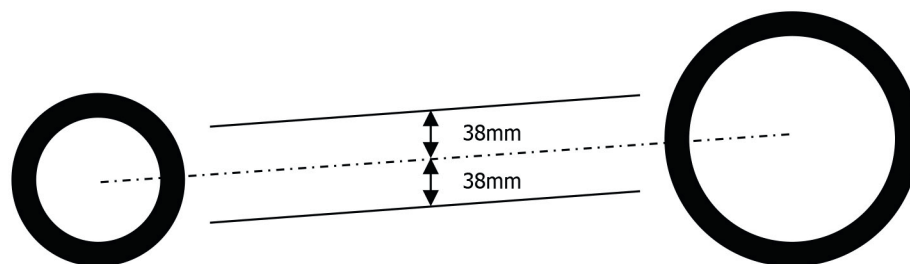
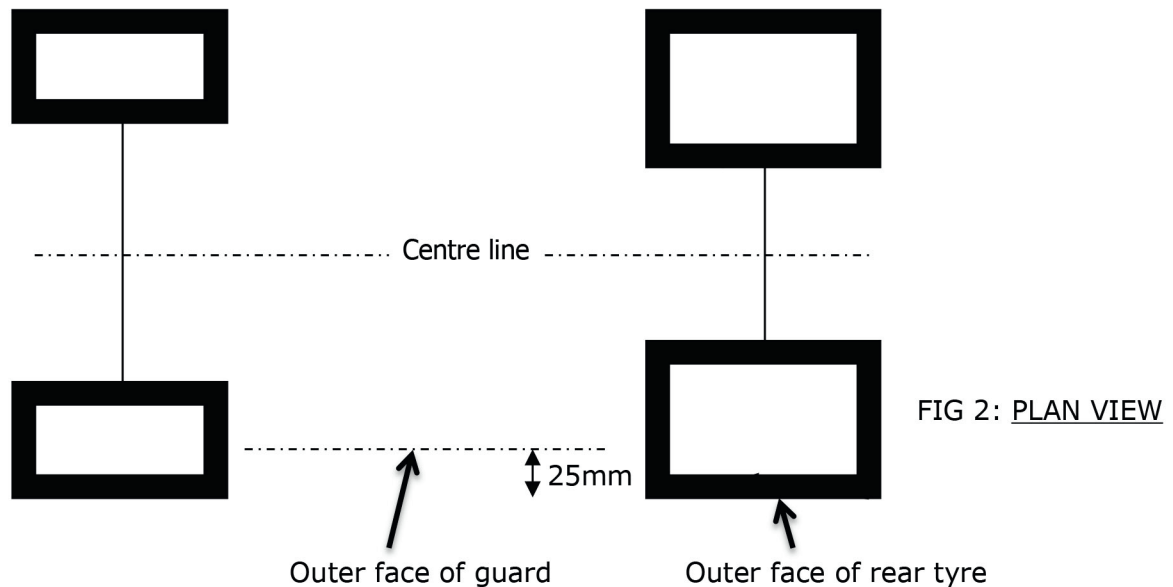
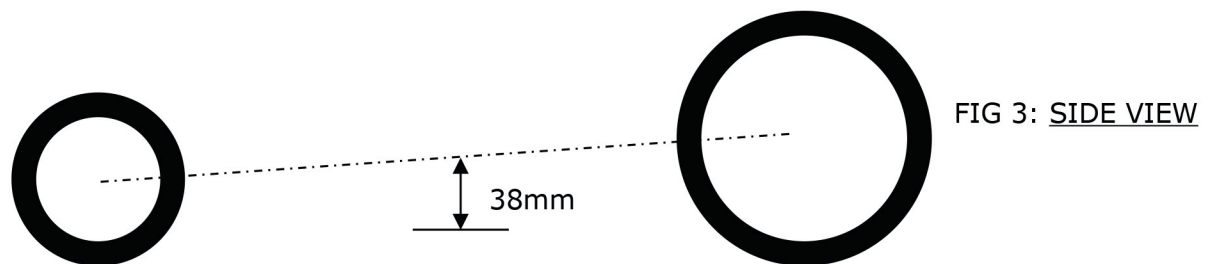


FIG 1: SIDE VIEW



N:7 FOOT PLATES

1. Mowers MAY be modified to lower the position of the driver's feet. The lowest position of your feet is 38mm (1.5 inches) below the centre line of a line projected through the front and rear axles (see fig 3 below).



2. It is preferred that the original foot plates are retained, but if this is not possible, footplates may be fabricated.
3. Original foot plates MAY be altered by either:
 - Boxing into the current foot plate in its original position in a discrete manner.
 - Or by lowering the entire foot plate and re-fixing it at the lowered position. You MUST re-connect the rear mudguard panel and using similar materials e.g. steel for steel in same thickness).
4. Any holes cut into foot plates must be less than the diameter of a standard golf ball.

N:8 HOMOLOGATION

1. It is the responsibility of members to contact the race committee to agree details, dimensions, and evidence of eligibility of any lawn mower, prior to its acceptance.

N:9 TRANSPONDERS

1. The transponder must be securely fitted to the face of the dashboard.

APPENDICES

1	Marshalling Guidelines	28
2	Camping Guidelines	30
3	World Championship Supplementary Rules	31
4	Club Chronology	32
5	British Championship Winners	35
6	World Championship Winners	36
7	Animal Endurance Championship Winners	36
8	12 Hour Winners	37
9	Jim Gavin: An Appreciation	38

GENERAL

Everyone will be expected to act as a track marshal as required when not actually involved in racing or otherwise. At the C of the C's discretion racing may be suspended until sufficient marshals are in place. Please note that whilst on duty any marshal is deemed to be participating in the event. All marshals must be signed on.

There is a minimum age requirement of 15 for marshalling and anyone trackside below that age must be accompanied by a parent or guardian. All marshals and any children, including those in race control, must be signed on (by their parent or guardian in the case of children).

EQUIPMENT

All marshal points should have the following (if not, report to race control): a powder and a foam fire extinguisher (dry powder first, then foam); a yellow flag; a whistle; a hi-visibility jacket or bib; a radio if the marshal position is out of view of the Clerk of the Course / race control.

FLAG SIGNALS

The following flags may be used by the Clerk of the Course or at his/her instruction:

Union Jack - Start of the race (or a light system)

Chequered Flag - End of racing

Yellow Flag - Slow down, proceed with caution and no overtaking; on observing the yellow flag, raise one hand to alert following drivers.

Red Flag - Stop racing, bring your mower to a stop and switch off engine.

Black Flag - The driver to whom it is shown must pull off the track and report to the C of the C.

Black & Orange Flag - Indicates that your mower has a mechanical/technical problem and you must pull off the track and report to the Clerk of the Course.

Blue Flag - Indicates that you are being lapped and should allow the faster machine to pass when it is safe to do so. The flag will be shown from Race Control.

POINTS TO REMEMBER

- Remember, your own safety is vital; you can't help anyone if you are injured yourself.
- Your principle role is to warn drivers of an incident.
- Observe the ground conditions / vicinity around your marshal post as you may have to get out of the way fast in the event of an incident.
- All marshal points should be attended during any race to ensure safety standards are maintained.
- Never stand with your back to the traffic. Stand sideways on or slightly towards the traffic and check for incidents behind you by glancing over your shoulder.
- Flags must be displayed clearly and in plenty of time if they are to be of any use at all. It is pointless showing a flag as the mower passes you, by then it may be too late.
- Check the track between sessions, pick up any debris, report any damage (rutting) to the Clerk of the Course. Tracks can be altered but only at the Clerk of the Course's discretion.
- When a driver gets into difficulties/crashes, the marshal should warn other drivers by showing the yellow flag. Drivers should respond by raising one hand to alert following drivers. No driver may overtake another at this time and those that do should be reported.
- If the mower is damaged and not fit to continue to race, it should be removed to a place of safety until the race is finished when it can then be taken back to the pits by its driver & crew.
- If a major incident takes place on the track, a red flag will be shown by the Clerk of the Course from Race Control to stop all drivers.
- Do not attempt to move anyone who appears to be severely injured.

INCIDENT HANDLING

- 1 Let the dust settle.
- 2 Use the safest route to get to the driver / mower (don't cross the track unless you have to).
- 3 Act as a team if there are a couple of you.
- 4 Use the mower involved in the incident to protect you. (Keep it between you and the oncoming traffic). If needed, use a straw bale to give added protection.
- 5 Look and listen for danger at all times.
- 6 If more than one mower is involved split your resources.

- 7 Check the driver's physical condition.
- 8 Beware of very hot surfaces (exhausts, engines and brakes) and the danger of spilt fuel / oil.
- 9 Move the mower to a place of safety and shout if you need further assistance.
- 10 In the event of a major incident, you will take all instructions from the Clerk of the Course.**

Camping away is a large part of the enjoyment of mower racing, therefore in the interests of everyone's health, safety and comfort, the following guidelines will apply to all events organised by the BLMRA where there is camping. Further details can be obtained from the current BLMRA risk assessment document kept in the race trailer.

FIELD LAYOUT

Unless it's been previously arranged, if you arrive at an event before the race organiser, please be prepared to relocate once the field layout has been advised. Where space is at a premium, priority will be given to racers and officials.

WATER HYGIENE

Please observe the highest standards of hygiene when drawing water from any facility that may have been made available. Do not rinse out or fill toilet waste tanks directly from this facility. Never allow the end of any discharge hoses to lie on the ground. Never drink directly from any tap or hose. Any water provided from a tanker or anything other than directly from the mains supply, should be boiled before consumption.

TOILET WASTE

This must only be disposed of at a purpose designated place, if available. If there are no facilities you must take it home. Please do not empty into any portable toilet facility unless you have specific permission from the provider or contractor.

BBQs & FIRES

Any BBQs, either charcoal or gas fuelled, must be purpose built and stand off the ground. Please protect hot BBQs to prevent anyone being accidentally injured. Please ensure that you dispose of any charcoal waste in a responsible manner and do not tip it onto the ground. Unofficial open fires are prohibited at all BLMRA events.

GENERATORS

Please carefully consider where you locate any generator so as not to cause a fire hazard from the exhaust or a trip hazard with the power cables. Generators must not be run between the hours of 11:00pm and 9:00am. The only exemption is during the 12 Hour Race or where emergency lighting/power is needed.

GENERAL FIRE SAFETY

Wherever possible, please space your caravans and tents with a reasonable gap between them to help reduce the risk of a fire spreading. Always ensure that any fuel and combustibles are stored in a safe place and away from any ignition source.

NOISE

Please be considerate to others and keep noise outside of racing sessions to a minimum. Music systems and other sources of noise must be turned off at 11:00pm. You must not start up racing mowers before 9:00am. On Sunday mornings, there may be further restrictions that the race organiser will announce at the event briefing.

RUBBISH

Please take all your rubbish away with you at the end of the weekend unless a facility has been provided. Please ensure that you pick up all your rubbish and leave your pitch spotless, paying particular attention to cigarette ends, ring pulls and cable-tie trimmings.

CHILDREN AND ANIMALS

Please ensure that your children are supervised and do not stray onto the track or adjoining private land. Everyone has a duty of care to ensure the safety of children at all times. There is a 2mph speed limit in all BLMRA paddock, pit and camping areas. Animals (dogs) should be kept under control or on a lead at all times. Any dog waste must be collected, bagged and disposed of in a responsible way.

UNLICENCED VEHICLES

For reasons of everyone's safety, all forms of unlicensed powered vehicles and bikes, etc are prohibited at BLMRA events. Quad bikes & groundsmen's vehicles may be used by race organisers, marshals and helpers at the larger events like the 12 Hour and cross country etc. The use of any UAVs other than the club's official drone is prohibited.

UAVS

The use of UAVs other than the club's official drone is prohibited without prior committee approval.

GRID POSITIONS

One side of the start line may prove to be more advantageous than the other. Therefore grid positions will be drawn out of the hat so as not to give undue benefit to any racer.

INITIAL HEAT

There will be a draw to determine the driver line up in the first round of heats. Subsequent heats will be determined by finishing order.

START

The start procedure will consist of five red lights which will illuminate in turn. All five lights will be extinguished after a period of one to four seconds, controlled by a random timer, at which point the race starts.

Once the start procedure has commenced (i.e. first red light on) then it will run its course and any mechanical failure to mowers during this phase will not stop the sequence.

FINISHING

You must cross the finish line at the end of the race under your own mower's mechanical power and within 5 minutes of the leading mower crossing the line.

SCORING

The first round of heats will attract equal position points for all heats. Thereafter heat A will be scored 1st 10 points, 2nd 9 points etc; heat B will be 1st 9 points, 2nd 8 points etc and so on.

BLACK /ORANGE FLAG

You will only be flagged for a mechanical fault if you are a hazard to other competitors.

RACE MOWER

You will be allowed to change machines if yours has a mechanical failure.

INCIDENT

If there is an on track incident resulting in a red flag, the race will be restarted from the grid if less than 75% race distance has been completed. Beyond 75% distance the race will be declared a result.

If you are responsible for a race stop, you may be excluded from the restart at the discretion of the clerk of the course.

ASSISTANCE

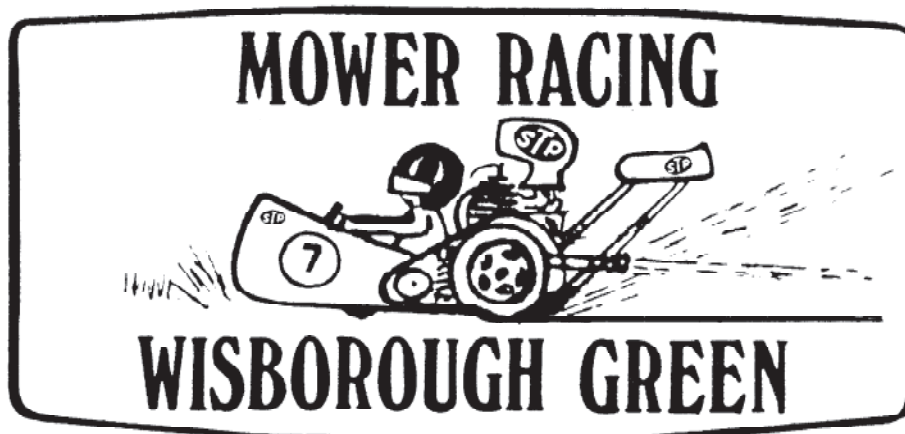
There will be no assistance during the race either by person or mechanical aid – for example pushing the mower off a block at the start.

DURATION

The maximum time allowed to complete the race will be determined on the day and competitors notified. This will normally be 5 minutes to enable the race programme to run smoothly, as time is at a premium at this event.

EXCEPTIONAL CIRCUMSTANCE

In the unlikely event that there is only one competitor in a particular heat, that person will still have to complete the heat within the time limit to score any points.



- 1973 The British Lawn Mower Racing Association is formed. The first meeting – the 'premier Grand Prix for lawn mowers – is held on 23 June at Coldharbour Farm, near Wisborough Green. A lawn mower tug-of-war ends in mayhem and is never repeated!
- 1975 The *Sunday Mirror* reports on lawn mower racing antics.
- 1976 Club President Jim Gavin gets stuck in the lift of *Autosport* magazine's offices for over an hour.
- 1978 The first 12 Hour Endurance race is held at Wisborough Green, starting at 11pm. It is won by Stirling Moss, Derek Bell and Tony Hazlewood (designer and builder of the Westwood Lawnbug, the machine that is the mainstay of Group 3 grids). Actor Oliver Reed also participates.
- 1979 The RACMSA recognises the BLMRA as the governing body of lawn mower racing.
The first Race Committee is formed along with the first Grass Cutters Ball and Noggin 'n Natter.
Doug Downes wins the 12 Hour on a Group 2.
- 1980 Sportscar Champion Derek Bell and Stirling Moss win the 12 Hour. Derek Bell holds his first sprint race at his home.
- 1981 John Weetman wins the 12 Hour on a Group 2, the last such victory for the category. The BLMRA races in Zimbabwe and Mick Levey becomes East African Champion.
- 1982 The National Motor Museum, Beaulieu hosts a race meeting.
- 1983 Lawn Mower Race at the John Player Special European Grand Prix, Brands Hatch.
- 1984 Concorde pilots enter the 12 Hour race.
- 1985 The 12 Hour is cancelled!
- 1986 The British Lawn Mower Racing Association becomes a limited company.
- 1987 The first 3 hour race is held.
- 1988 The BLMRA races in Limoges, France against the French national team.
- 1989 McLaren Formula One team enters three mowers in the 12 Hour race.
- 1990 August 6th, the 12 Hour Race hits the front page of *The Wall Street Journal*.
- 1991 Ferrari, Benetton and Tyrrell Formula One teams field mowers in the 12 Hour race.
- 1992 Front page of *The Daily Telegraph* and an article in *Sports Illustrated*.
- 1993 Transmitters fitted for the lap keeping of the 12 Hour Race.
- 1994 Record Attempt at Ardingly for *BBC Record Breakers*.
- 1995 North meets South race at Silverstone.
- 1996 "Ride On" from Channel 4 television enter and film a team with Alain de Cadenet.
- 1997 The BLMRA celebrates 25 years with a 25 Hour endurance race.
- 1998 The BLMRA races at Charleville in Ireland.
- 1999 The Americans race in 12 Hour and BLMRA race in Luxembourg.
- 2000 The BLMRA goes to America and races in 'The Rider Cup', and wins! Another trip to Luxembourg. The 12 Hour is cancelled, a European event held instead.
- 2001 British Championship and Rider Cup cancelled due to Foot and Mouth epidemic. Oh... yet another trip to Luxembourg and they return the visit for the 12 Hour and the World Championships. Lawn Mowers race on the Goodwood Motor Circuit.
- 2002 Hans Odoerfer, our Canadian supporter starts the 12 Hour race. The BLMRA invests in a new state of the art trailer. Another trip to Europe as the BLMRA goes to Beho in Belgium to race in the snow. Only problem.....no snow!
- 2003 A BLMRA Group 4 tractor wins the 6 Hour race, and a team from Luxembourg win the Group 4 World Championships.
- 2004 Murray Walker, Formula One commentator, commentates at Dorchester in June and Bobby Cleveland from The United States Lawn Mower Racing Association competes in The World Championships on Andy Stemp's Group 3 Lawnbug.

- 2005 "Radio Le Mow" broadcasts on 87.7fm for the very first time at the 12 Hour Race. The commentators John Lowdell, Mark Constanduros and Ron Gray keep the public amused in this country and in the USA with a live link to the Portland Sportscar race and John Hindhaugh, the voice of Radio Le Mans. All of this made possible by Mark and Tracy Akeroyd.
- 2006 The Motor Sports Association (MSA) reaffirms that The British Lawn Mower Racing Association is a Recognised Group and is the governing body of lawn mower racing.
- 2007 12 Hour race is stopped at 1am due to the appalling weather and conditions. Chris Evans, BBC Radio 2 DJ, visits the 12 Hour.
- 2008 The most successful 12 Hour for years! Record entries and the closest finish as three teams fight it out for overall honours right up to the chequered flag.
- 2009 The BLMRA returns to Charleville, Ireland for a very successful and enjoyable race weekend at the County Show. After 30 years Derek Bell is reunited with his championship winning mower at the 12 hour which again is stopped due to rain after a delayed start.
- 2010 12 Hour race cancelled yet again.....lawn mowers take to Shakespeare County Raceway drag strip! The first year of the Endurance Championship taking in the 3 hour, 6 hour and 4 hour (12 Hour replacement).
- 2011 The BLMRA braves temperatures of -28°C to compete in the snow in Finland and comes away victorious. The 12 Hour makes a welcome return to the race calendar and the winning team sets a new distance record of 314.1 miles.
- 2012 England's wettest year on record inevitably plays havoc with the racing calendar and memories of driving through clouds of dust are quickly forgotten. The 12 Hour Race is just one of the victims of cancellations, and perhaps as a way of seeking respite, the season sees teams travelling to Finland, street racing in Belgium and a 24 Hour race in France with a live duck as the prize for the victorious BLMRA team!
- 2013 The club's first 'taster weekend', a chance for potential racers to try out lawn mower racing using members' machines, kicks off the season. The 12 Hour is back on track and actor Warwick Davis waves the start flag. The distance record is smashed yet again, the winning team covering a total of 348 miles.
- 2014 The club performs in front of its biggest ever audience – a 56,000-strong crowd at Warsaw's Verva Street Racing petrolhead extravaganza – and puts on a race that proves to be one of the most popular performances of the evening. Elsewhere in the public spotlight, Sky F1 asks for the club's help in putting together a lawn mower race as part of their build-up to the British GP, and former F1 drivers Martin Brundle, Anthony Davidson and Johnnie Herbert, plus Ferrari's Kimi Räikkönen demonstrate their desire to win, whatever the circumstances, on BLMRA mowers. BAFTA-winning actress Julie Walters waves the start flag at what proves to be another successful 12 Hour.
- 2015 For the first time a BLMRA/Luxembourg team takes part in the Finnish 12 Hour Race held on a frozen lake in February, beating the Finns and Estonians at their own game! It's back to Warsaw for the second year running at the Verva Street Racing event and back at home the 12 Hour record falls yet again, despite some very misty conditions....354 miles.
- 2016 It's the end of an era as Club stalwart and lynchpin Jim Gavin decides to stand down. Pete Hammerton takes over as Club President and Jim is honoured with the title of Club Founder. Model and racing driver Jodie Kidd is this year's starter at the 12 Hour and that distance record creeps up yet again – by half a mile to 354.5 miles! The BLMRA capture first and second places in the French 24 Hour race and a live turkey – Bernard – is this year's prize for the victorious team.
- 2017 A party from the BLMRA are honoured to join the US Lawn Mower Racing Association as they celebrate their 25th anniversary. Members are paired up with American teams and provided with mowers on which to race at the Bowles Farm, St Mary's County race track in Maryland. An official invitation is extended to the USLMRA to come over to the UK to join in the BLMRA's 50th anniversary celebrations in 2023.
- 2018 For the first time in the event's history, the 12 Hour is won by an overseas entrant – the Luxembourg team headed by Bob Koedinger has come oh-so-close to victory on several previous occasions. Lawn mower racing gets the Red Bull treatment as the sponsored 'Cut It' event comes to Cheddar and racers are put through a variety of challenges for the honour of being called Red Bull champion.
- 2019 Finland's 12 Hour ice race is cut short after 7 hours as rising temperatures turn the track into a boating lake, giving rise to safety concerns. The leading BLMRA team are declared winners. An old favourite returns to the calendar in the shape of the cross-country, negotiating trees and crossing streams. The second running of the Red Bull Cut It event produces some spectacular scenes as mowers are taken over a specially constructed 'jump' built around a shipping container.
- 2020 Covid 19 puts paid to the domestic racing season leaving February's Finnish 12 Hour as the one bright spot of the year, all the more so since the BLMRA provides the winning team. Yet even that event gives cause for concern as the usual frozen lake venue falls foul of above average temperatures, forcing the organisers to switch to a street race format. Further evidence of global warming?
- 2021 Despite the continuing pandemic and the moving feast of show cancellations, the committee's dogged determination sees a meaningful race programme put in place. The BLMRA take first and third places in the WMLMRA 555 endurance race, but given the uncertainty over Covid restrictions it is decided not to proceed with the staging of the 12 Hour.

2022 The start of the year brings the sad news of the death of Jim Gavin, the club's founder and long term president, who will be remembered for his vision, charisma and sense of humour. His affable nature, input and welcoming smile will be much missed. For an in depth profile of Jim, please refer to the back of this Handbook.

With Covid in abeyance, the Club is back to a full race calendar, but lack of a venue rules out the 12 Hour. The BLMRA are once again victorious in the French 24 Hour, and yes, there's a live turkey for the winning team.

	GROUP 2	GROUP 3	GROUP 4
2022	Graham Tibbenham	Dean Fuller	Alfie Smith
2021	Graham Tibbenham	Dean Fuller	Alfie Smith
2020		Not held – Covid 19	
2019	Mike Cresswell	Dean Fuller	Gary Botting
2018	Mike Cresswell	Sean Tanswell	Gary Botting
2017	Mike Cresswell	Stuart Johnson	Daniel Godden
2016	Mike Cresswell	Dean Fuller	Daniel Godden
2015	Mike Cresswell	Dean Fuller	Karl Selby
2014	Mike Cresswell	Dean Fuller	Richard Davies
2013	Mike Cresswell	Dean Fuller/Glynn Saunders (joint)	Mark Robinson
2012	Mike Cresswell	Dean Fuller	Mark Robinson
2011	Mike Cresswell	Glyn Saunders	Mark Robinson
2010	Mike Cresswell	Glyn Saunders	Mark Robinson
2009	Mike Cresswell	Colin Clegg	Paul Lovett
2008	Mike Cresswell	Glyn Saunders	Barrie Thomas
2007	Graham Harvey	Dean Fuller	Ron Gray
2006	Mike Cresswell	Ian Tanswell	Dean Fuller
2005	Mike Cresswell	Colin Clegg	Jason Huskinson
2004	Mike Cresswell	Ian Tanswell	Simon Chennell
2003	Mike Cresswell	Jason Huskinson	Ron Davis
2002	Mike Cresswell	Sean Jonas	Jason Kanabus
2001	No Championships – foot and mouth outbreak		
2000	Bob Wilson	Sean Jonas	Rick Pierce
1999	Mike Cresswell	Ian Tanswell	Marcus Burton
1998	Mike Cresswell	Andy Stemp	Marcus Burton
1997	Mike Cresswell	Ian Tanswell	
1996	Mike Cresswell	Andy Stemp	
1995	Terry Kirkby	Andy Stemp	
1994	John Tyson	Andy Stemp	
1993	Dean Ashley	Andy Stemp	
1992	Terry Kirkby	Andy Stemp	
1991	Dean Ashley	Andy Stemp	
1990	Howard Annett	Andy Stemp	
1989	Richard Case	Andy Stemp	
1988	Mick Levey	Andy Stemp	
1987	Simon Haysom	Andy Stemp	
1986	Roger Topping	Ian Tanswell	
1985	John Weetman	Gordon Baron	
1984	John Weetman	John Gough	
1983	John Weetman	Steven Etheridge	
1982	John Weetman	Martin Evans	
1981	Doug Downes	Burt Austen	
1980	Doug Downes		
1979	Doug Downes		

	GROUP 2	GROUP 3	GROUP 4
2022	Graham Tibbenham	Sean Tanswell	Kenny Goodesmith
2021		Not held – Covid 19	
2020		Not held – Covid 19	
2019	Mike Cresswell	Dean Fuller	Carl Andrews
2018	Mike Cresswell	Sean Tanswell	Bob Koedinger (Lux)
2017	Ian Ratcliff	Max Fandreyewski	Bob Koedinger (Lux)
2016	Mike Cresswell	Glynn Saunders	Bob Koedinger (Lux)
2015	Sam Ratcliff	Rob Rowlands	Mark Robinson
2014	Mike Cresswell	Dean Fuller	Chris Thompson
2013	Andy Saywell	Dean Fuller	Dan Jones
2012	Mike Cresswell	Dean Fuller	Karl Selby
2011	Mike Cresswell	Glyn Saunders	Mark Robinson
2010	Mike Cresswell	Dean Fuller	Mark Robinson
2009	Graham Harvey	Dean Fuller	Gary Morrad
2008	Steve Bush	Glyn Saunders	Andy Hyden
2007	Graham Harvey	Ian Tanswell	Ron Gray
2006	Mike Cresswell	Stuart Polkinghorne	Mark Sanders
2005	Graham Harvey	Stuart Polkinghorne	Gary Sanders
2004	Mike Cresswell	Stuart Polkinghorne	Ron Gray
2003	Mike Cresswell	Sean Jonas	Carlo André (Lux)
2002	Mike Cresswell	Andy Stemp	Carlo André (Lux)
2001	Mike Cresswell	Andy Stemp	Andy Graham
2000	Mike Cresswell	Ian Tanswell	Rick Pierce
1999	Mike Cresswell	Ian Tanswell	Marcus Burton
1998	Mike Cresswell	Ian Tanswell	
1997	Mike Cresswell	Andy Stemp	
1996	Mike Cresswell	Andy Stemp	
1995	Terry Sawkins	Andy Stemp	
1994	John Tyson		
1993			
1992		Andy Stemp	
1991	Dean Ashley	Ian Tanswell	
1990	Jon Venner		
1989		Andy Stemp	
1988		Andy Stemp	
1987		Andy Stemp	
1986		Ian Tanswell	

2022		Not held	
2021		Not held – Covid 19	
2020		Not held – Covid 19	
2019	Matthew Cable	Carl Dimmock	Geoff Bishop
2018	Bob Koedinger	Christian Kaiser	Jeff Wilmes (Lux)
2017	Mark Rostron	Daz Whitehead	James Pawley
2016	Mark Rostron	Daz Whitehead	James Pawley
2015	Mark Rostron	Andy Rostron	Daz Whitehead
2014	Mark Rostron	Andy Rostron	Daz Whitehead
2013	Mark Rostron	Andy Rostron	Stephen Morriss
2012		Not held	
2011	Colin Clegg	Dean Fuller	Glyn Saunders
2010		Not held	
2009	Matt Thompson	Chris Thompson	Andy Balham
2008	Matt Treasure-Jones	Mark Seymour	Chris Johnson
2007		Abandoned – bad weather	
2006	Tim Ticehurst	Alex Nicholls	Tony Kirkby
2005	Jeremy Eldridge	Matt Hunt	Pete Ramsay
2004	Colin Clegg	Gordy Huskinson	Ant Stone
2003	Sean Jonas	Robbie Jones	Colin Clegg
2002	Daz Whitehead	Steve Richardson	Robbie Jones
2001	Barry Stemp	Andy Stemp	Kevin Slyfield
2000		Not held	
1999	Daz Whitehead	Colin Gill	Steve Richardson
1998	Steve Williams	Ian Dobson	Robert Jones
1997 (25 Hour)	Barry Stemp, Andy Stemp, Trevor Stemp, Mathew Linfield, Nigel Warne, Jeff Urban		
1996	Steve Williams	Colin Fox	Ian Dobson
1995	Andy Zvirbulis	Robert Jones	Ian Tanswell
1994	Jeremy Mudie	Trevor Stemp	Barry Stemp
1993	John Gill	Robert Jones	Steve Richardson
1992	John Gill	Robert Jones	Steve Richardson
1991	Gordon Baron	Colin Fox	John Lowdell
1990	Gordon Baron	Ian Tanswell	Colin Fox
1989	Barry Stemp	Andy Stemp	Trevor Stemp
1988	Barry Stemp	Andy Stemp	Trevor Stemp
1987	Trevor Stemp	Barry Stemp	Dave Mitchell
1986	John Gough	Steve Etheridge	Martin Evans
1985		Not held	
1984	Harry Handkammer	Simon Broad	Ray Killminster
1983	Martin Evans	Andy Avis	Steve Etheridge
1982	Burt Austen	Andy Avis	Martin Evans
1981	John Weetman	Keith Puddock	Nigel Boorer
1980	Derek Bell	Tony Hazlewood	Ray Killminster, Tony Smith
1979	Doug Downes	Roy Rogers	Brian Newman
1978	Sir Stirling Moss	Derek Bell	Tony Hazlewood

Lawn mower racing as a sport owes its existence to one man more than any other - Jim Gavin. While its invention was probably the result of a collective meeting of fertile minds across a pub table lubricated by the odd pint, it was the ebullient, charismatic Irishman who ran with the concept and built a sport that has since turned into a worldwide, grassroots phenomenon.

James Robert Gavin was born in Roscommon, Ireland, one of three brothers. Jim loved motorsport, but more specifically rallying, and realising that the motorsport scene in the UK was pretty good, decided to cross the water to do a year of club racing; the chirpy Irishman with many a story and joke to tell enjoyed it so much that he stayed.

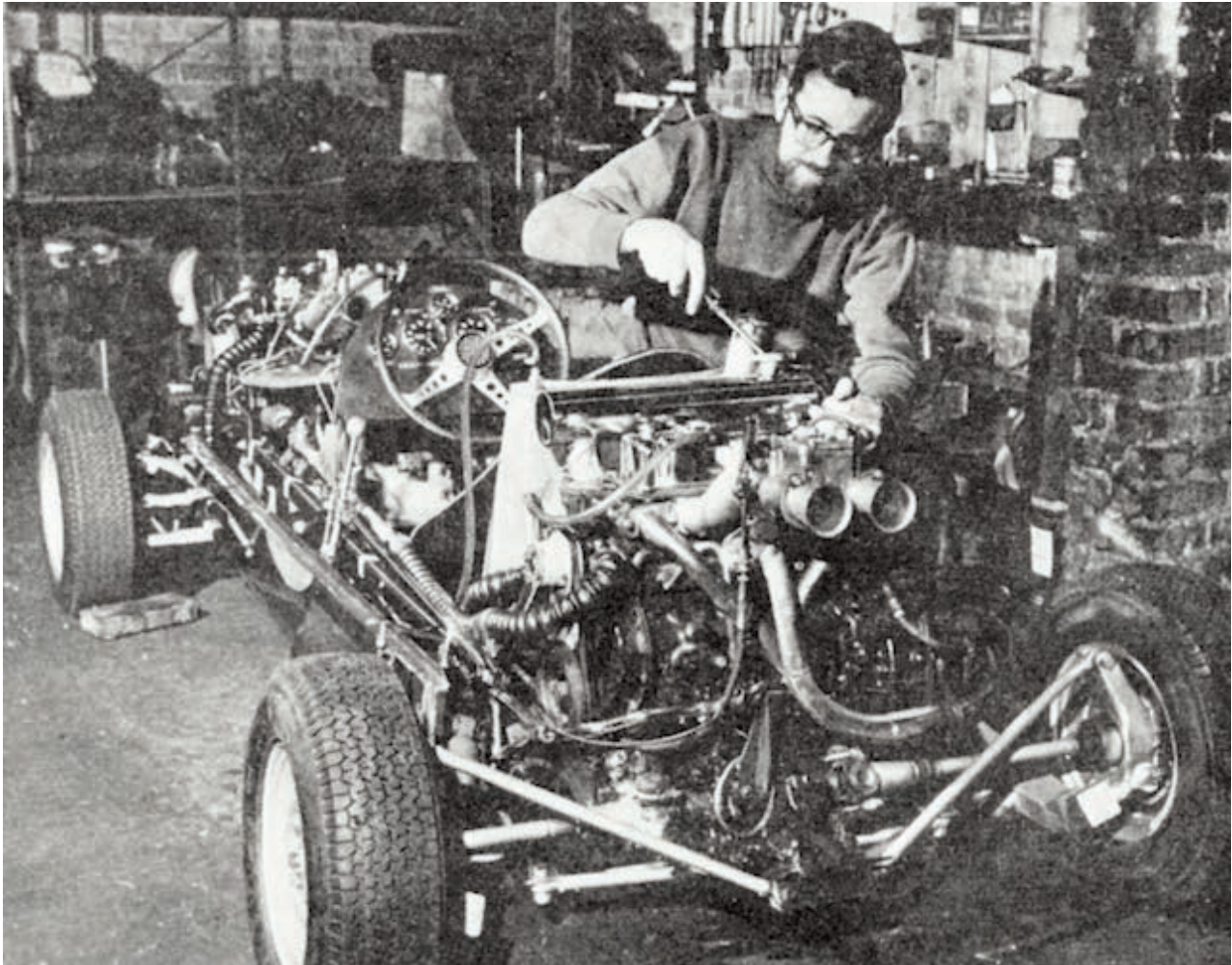
A stint as the rally competitions manager for the UK importer of Moskvich, who planned to enter the British Rally Championship, was followed by a role at renowned engine-tuning specialist Lawrence Tune where, among other things, he worked on the Deep Sanderson 105 Twini Mini. This used two Downton 1071S engines mounted front and rear to create quite a potent machine, but one that was not necessarily suited to going round corners. Jim sprinted the Twini at the British International Dragfests at Church Fenton in 1964 and at Woodvale in 1965. 'It would do the ¼ mile in 11.43 seconds and at the end of the run would be pulling 115-118mph,' said Jim. 'It earned me some money and this was very handy when we started Supersport.'



Supersport Engines in Acton, London was a joint venture with Rod Cooper and Terry Hobson. A clubman-orientated rally preparation firm specialising in Ford conversions, it became the go to place for rally Cortinas before the Ford Rallye Sport programme had become established. A contemporary report in *Motor Sport* magazine describes Jim as a 'wild Irishmen who sometimes seems to have a beard and other times not'! A possibly apocryphal story is that Jim worked out that the steel support posts of the new experimental parking meters in the vicinity of the workshop were the right diameter, if split in two, to fit round and so strengthen Cortina front struts. The police couldn't work out why the posts had disappeared but the cash-containing meters had not...

Supersport also supplied the Triumph TR cylinder heads used for the all-new Morgan Super Sport engine, an attempt by that company to cash in on their remarkable success in winning the two-litre class at Le Mans, with Chris Lawrence of Lawrence Tune at the wheel. Most of these heads were modified after lunch 'and the amount of metal ground away after a visit to the local pub was such that the performance of the Morgan Supersports must have been grossly inferior to the standard Plus Four model,' joked Jim.

The company's rally team ran three Mk1 GT Cortinas, all red with a yellow stripe across the bonnet. 'We made and sold lots of rally components plus changed oodles of Lotus Cortina 'A' bracket axles for the sturdier GT type. Because we specialised in Cortinas, we built up a good and friendly relationship with all the gang at Boreham,' [Ford's motorsport centre in Essex].



Jim at Lawrence Tune working on the Deep Sanderson 105 Twini Mini, which used two Downton 1071S engines...



...and at the wheel of the Twini Mini during one of the Sydney Allard-organised 'Dragfests'

1968 London to Sydney Marathon

It was here that Jim prepared the Escort 1600 GT for the 1968 London to Sydney Marathon, a gruelling 10,373 mile event through Europe, Asia and Australia, that he was to enter.

Upon learning of the forthcoming Marathon, he had phoned Ford's competition manager, Henry Taylor, and asked whether they would let him have a Lotus Cortina. Yes, came the reply, but only if he had an established journalist as a co-driver. Jim managed to line up a *Motoring News* correspondent, but that outlet's publishers objected to sponsorship of any kind in motorsport and, upon learning that the

Marathon was being sponsored by two national newspapers, forbade their journalist from taking part. No journalist, no Boreham car.

'There was no way I was not going to do the Marathon – it sounded like a tremendous adventure and how could you possibly not be involved?' Jim later explained. Plan B was to prepare an Escort, Jim reasoning that a twin cam-engined Cortina would be too risky without support. Ford offered to help where they could. 'They arranged for us to have three "pilot" build 1100cc Escorts in an offer we couldn't refuse. We sold two of them and took all the bits off the third and built it again from scratch, popping in a 1600 cc Kent engine and transmission.'

It was, in effect, the first ever international Ford Escort rally car and certainly the first Escort to ever go rallying with a 1600cc cross flow Ford Cortina engine shoe-horned under the bonnet. This hybrid "GT" build was two years before Ford were to do the very same thing for their works team on the London to Mexico World Cup Rally, which of course proved so successful Ford then produced 1600cc models badged as Mexicos. 'I regret we never patented the idea!'

Joining Jim were Martin Maudling, the son of the deputy leader of the Conservative party at that time, and John Maclay – 'an Irishman, an Englishman and a Scotsman! Our game plan was to finish. We didn't care if we finished last, but we were determined to get to Sydney, so built the car for reliability rather than speed.



Jim Gavin leaning on his Escort during a fuel stop in Kandahar, Afghanistan on the 1968 London to Sydney Marathon. Castrol's Ray Simpson is explaining the dangers of smoking or leaving the engine running. Meanwhile the dark patch under the car is petrol overflowing as the enthusiastic fellow on the pump keeps pumping regardless...

'In the event the car ran like a dream and we finished. Our main problem was the dreaded engine cross-member support mountings, one of which cracked during the horrific Lake King section in Western Australia. This dropped the sump onto the steering rack and bent the sump upwards to touch one of the big ends. The big end then slowly wore its way through resulting in an ever increasing oil leak. Not having time to repair this, we bought a stirrup pump, cut off the brass nozzle, put the pump into a 5 gallon tin of oil at the co-driver's feet and ran the hose through the door window, under the bonnet and then into the top of the engine. In the meantime, Ford's Lotus Cortinas were not doing too well but, bless 'em, the Boreham boys flew us a set of replacement front strut/disc brake assemblies from England. Ours was the only Escort entered and possibly as a result of the failure of so many of their Lotus Cortinas Ford switched to Escorts with a similar engine layout, not twin cam, for the London Mexico two years later.'

They completed the event in a respectable 45th place, while the three Ford Motor Co. Ltd Cortinas all recorded DNFs.

Jim was building up contacts and expertise and so it was that he was asked to help organise and run long distance rallies. His first was as a roving marshal on the 1970 London to Mexico World Cup Rally. By this time he had moved into Hunt Cottage on the outskirts of Wisborough Green, a lovely, characterful property down a bumpy track and surrounded by fields.

Finding Hunt Cottage was a challenge if you didn't know what you were looking for as Jim chose not to have a house sign. His directions were 'turn in when you see the Public Footpath sign with the three red bands'. Why, you might ask? Well, if you went to Boreham to the competition department they would tell you to 'turn in at the three bands painted on the pole.'

It was also in 1970 that Jim met Mary Gibbons. Mary takes up the story: 'Jim was doing a recce trip and had stopped off in Bombay [Mumbai] and I was there on holiday, staying with some ex-pat friends. We had both been invited to the St Andrew's Night Caledonian Ball in the British Consul's Residence. He was on an adjoining table with the all-male senior crew of one of Her Majesty's submarines, and as you can imagine, not that sober!

'I had gippy tummy with a vengeance – aka "Bombay Trots"! – and felt really ill. But the "chatting up" must have worked: 51 years, 1 month and 11 days later, after many adventures and an enormous amount of FUN, he relocated to Heaven, joining a lot of his pals who had already taken up residence there!

'We finally married in 1973 from Hunt Cottage and even had the reception there.'

From 1966 to 2002 Mary worked as cabin crew with BOAC/British Airways on long haul routes, including a stint on Concorde in its first five commercial years. 34 years of her BA employment were spent looking after first-class passengers. 'It was a wonderful life, which we both enjoyed to the full!' says Mary.

Jim and Mary continued to live in Hunt Cottage until 2019, when they retired to Ireland, moving into a family bungalow in Warrenpoint, Northern Ireland (Mary was born in County Down) – 'it was the best thing we ever did,' says Mary, who was back amongst her family. Cathy her niece, to whom she is very close, lives just up the road, something Jim was keen to make possible.

Stirling Moss in rescued in the desert

Jim's next and, as it turned out, very eventful rallying foray came in 1974. Together with Henry Liddon (the renowned rallying co-driver) he organised the 17,000km London-Sahara-Munich World Cup Rally. It was on this rally that Jim met Stirling Moss, someone who was later to play a small part in Jim's extra-curricular activities.

The rally was to take entrants from Wembley, London across the Sahara to Nigeria, then back north to Europe, entering Turkey before finally finishing at Munich for the FIFA World Cup. A similar format had been successful with the 1970 London-Mexico World Cup Rally, which finished a few days before the FIFA Finals of that year.

An error in the navigation notes of the event, caused by the end of a road in Algeria being extended several miles in between the compilation of the notes and the rally taking place saw the majority of competitors becoming lost in the Algerian Sahara Desert. As a result, the majority of the competitors did not complete the southernmost leg of the rally, south of the Tamanrasset rally point, to Nigeria.

One of the most notable entrants was renowned former racing driver Stirling Moss. Joining him were Michael Taylor and Allan Sell as mechanic, and they contested the event in Taylor's factory-prepared Mercedes 280E which, it later transpired, was poorly prepared for the punishing conditions.

From the outset Moss was foot to the floor, Taylor trying in vain to curb his enthusiasm. By the time the cars had reached Southampton, the team were lying 12th out of 58 starters. However, one of the issues was that the car was bottoming out; through Spain more problems were to arise.

The rally departed Tangier, Morocco to face two crossings of the Sahara and by the time the Moss team had crossed the Atlas Mountains their rally was effectively over. Moss had crashed the car into a

washaway and broken the chassis, and to make matters worse the oil was gone from the gearbox. Sell was working overtime to keep the car rolling and they decided to avoid the loop into Nigeria and remain in Tamanrasset to work on the car.

Upon restarting on the route to Tunisia, Moss persisted in pressing on despite the state of the car and was soon overtaking rivals, but once again the car couldn't take the punishment it was getting. They suffered more punctures, the dashboard had fallen out, the shocks had to be changed, and Sell was utterly exhausted. What was even more concerning was that they had become stuck in sand several times; had the engine stalled while they dug, they had no means of restarting. So it was that with a failing battery they arrived at an abandoned Foreign Legion fort and decided to await rescue.

With little shade and virtually no drinking water - apparently they had given away their supply to reduce weight and all they had was water of dubious quality in an old well and that in the radiator - they hunkered down to sit out the searing daytime temperatures. Moss later said that he feared they might die of dehydration.

Meanwhile, Jim Gavin had been pleading with Algerian officials in Tamanrasset to help him mount a search party and succeeded in renting two Land Rovers and their drivers. To the relief of all concerned, Jim happened upon the white Mercedes and the three competitors at the remains of Fort Serouenout: they had been there for over 30 hours.

The rescuers provided food and drink, medical help to Sell, and helped get the car rolling again. They then sent them ahead with the Land Rovers following.

'I said I would get them to the nearest airport, but that they should abandon the car,' explained Jim. 'Michael said, "No problem, let's go!". Stirling said, "Michael, I'll buy it from you for £500, if Jim will give me just one tow start; if it breaks down again, I'll leave it."

'They shook hands on the deal, we gave the car a tow start and Stirling limped it to the next town - 100 miles further on. They flew to London, where Stirling organised the car's retrieval, did it up, and made a profit on it!'



Stirling Moss and Allan Sell enjoy well-earned food and water after being discovered in the desert

1977 London to Sydney

For the 1977 London to Sydney Rally Jim was to be "uncle" to all of the competitors, a sort of combined Competitor Relations Officer, Rally Secretary, and Clerk of the Course combined, and was seen as very much the front desk, or face of the Organisation. Everyone's problems, frustrations, and let-downs eventually came to Uncle Jim, who had a soothing, calming way with a large band of disparate characters who all wanted one thing out of him.... to charge half way round the world, against the clock, with a chance of being rated as a finisher for the party at the end of it all.

Jim Gavin's route planning enjoyed the "luck of the Irish" on more than one occasion. The first was an out of the blue call from Iskender Arouba, a motor-sport enthusiast in Istanbul, who called up to say he was coming to London to buy a car and drive it back to Turkey. While in the UK Iskender thought he'd be interested to hear about the planning for the rally as his motor-club would like to help when it hit Turkey.

'Ah, good man,' said Jim, 'you will be wanting someone to help navigate you back home... I'm your man.' With that, Iskender found himself driving the route plan for the London to Sydney as far as Istanbul, and with his newly gained inside knowledge, he couldn't resist entering the rally. There was considerable interest in Turkey so the main car producer would have to enter a car.... at a stroke Jim got a route survey provided for him, and, another entry.

The second degree of "assistance" came when Mike Broad called the rally office to introduce himself as navigator and general office-planner for the Andrew Cowan Mercedes entry. 'I'm thinking of going off to Iran to drive the timed section from Yazd to Tabas,' explained Broad. His plan was to fly to Tehran, hire a car, and drive across the Great Salt Desert to make notes.

'Excellent,' said Jim. 'When you get back, perhaps you can drop by so I can compare your notes with mine.' Broad duly did so. Jim copied furiously... he hadn't got any notes, nothing, not even an idea where to site the start and finish controls. 'What time did you think the Merc would do it in?' asked Jim, tentatively... 'oh, well, anyone who does it in four hours will be really flying,' said Broad.

'Ah, thought so,' said Jim, sucking on his pencil. It then dawned on Mike Broad that what he had in fact done was rather more than just recce the route, he had also driven a route survey for the Organisation. When the Time Cards booklet was eventually printed, it simply stated: "Yazd to Tabas: Distance 410kms, Time allowed: 3 hrs." Everyone was late, including Cowan.

The birth of lawn mower racing

Jim had become increasingly disillusioned with the way motorsport was going and felt it had become too expensive and too commercialised. So it was in 1973 that lawn mower racing came into being. Little did he know at the time what a huge influence he and the sport would become for many.

He loved telling the story of how it began and would become quite animated, describing the moment he and his mates came up with the idea: 'We were in the Cricketers Arms in Wisborough Green, West Sussex looking out at the Green and there were lawn mowers all over the place; you could hear them buzzing away like bees in a jam pot!' At that moment the sport was born.

When asked about the first race he would say 'there were lawn mowers everywhere; they were going up the road, down the road, the local copper left town!' Jim, suffice to say, was very passionate about his new found racing discipline.

During the 1974 desert rescue, Jim and Stirling Moss had naturally got chatting. 'He had heard of our British Lawn Mower Racing Association and asked if he could come and play. "Sure", said I. Stirling borrowed a Westwood Lawnbug prepared by Tony Hazelwood and came to several races - his first racing since 1962 - then co-opted five time Le Mans winner Derek Bell as a co-driver and won the 12 Hour race at his first attempt.'

The sport by now was starting to grow quite rapidly; the attraction of easily accessible motor racing that was cheap to do was paying off. It was bringing together local communities, and people from all walks of life were taking part in Jim's mad sport.

The local pubs were entering teams, one of the longest serving being The Cricketer's Arms where the sport was founded and where you could go for the monthly Noggin and Natter evenings.

By 1979 the first committee meeting was held at Hunt Cottage and where they continued until quite recently. There was a lot of hilarity at these meetings, and an Irishman telling Irish jokes. 'Did you hear about the Englishman, Irishman.....' was a common occurrence.

Jim by now had been appointed club president while Mick Levey had become only the second chairman since the sport had started.

Mick has fond memories of some of the dafter things that went on at lawn mower races. 'If you didn't think lawn mower racing was crazy enough, I remember the Tug-of-War we used to do with the mowers. Then I think it was Black Stump Racing that started bale racing, towing a bale with some poor bloke strapped to it and being dragged at speed behind a mower. It was great fun.'

The sport continued to expand, there were more events, and alongside the 12 Hour came the British Grand Prix, Cross Country and other endurance races. Mick was succeeded as chairman by Pete Hammerton, someone Jim had formed a very strong friendship with very early on.

'I first met Jim in the Cricketers in 1974, whilst I was on leave from working abroad. He told me about rallying and the fledgling sport of mower racing. It sounded great, so I went to see an early 12 Hour in 1978 and got dragged over the fence to act as a mechanic for the original Cricketers Team that grew, along with the sport.

'I always found Jim to be very fair, but firm, but we got on great. In 1985 I started helping Jim put on the 12 Hour. Right from the start we worked really well together and quickly became close friends.

'After joining the first race committee, it soon became obvious that Jim's vast experience and no-nonsense approach was a major strength of the club. When I became chairman, he became my mentor and I his pupil. He used to call me the 'poacher turned gamekeeper'! He'd always say "hammer the buggers" to keep them in line, but I usually took the more "diplomatic" approach, which he grew to respect.

'From the humble beginnings, mower racing steadily grew and developed under Jim's guidance, to what it is today, being a truly international sport with hundreds, if not thousands, involved and all having fun.

'The stories he could tell were endless; mind you, driving on European motorways whilst crying your eyes out with laughter took some doing! Although it was sometimes hard work and very long days, we had a ball!

'My vow to Jim, when he retired in 2016 and I took over as club president, was to keep the core principles that he established right in the beginning. For me, having had Jim in the background to give advice has been a godsend. Jim's principles for the club must have worked, as the BLMRA celebrates its 50th anniversary in 2023.

'Knowing Jim has been one of the highlights of my life and I'm sure that many others feel the same way. The fun we've all had has been indescribable, not to mention the continuous stream of funny stories and jokes – he had a joke for every occasion! Basically, Jim made the world a better place.'

Jim could be very much a gentleman, but he didn't stand much nonsense when it came to lawn mower racing. He would often be heard telling people to keep their gob shut and get on with it, or calling them a great Eejit, a reference made a few times on various social media posts of late.

Mark Constanduros followed Pete as chairman. 'Like many of us we all got a ticking off from Jim. He once said to me "don't worry about me, my bark is worse than my bite!" That was true. In fact, as the years went by Jim became someone who would always be there to offer me advice and guidance. We both loved motorsport, I had grown up with it and he had worked in it, something I was keen to do. My first experience of lawn mower racing was at the age of 13 doing the 12 Hour with a Group 1 "run behind" in my school team. I later got a group of friends together and we carried on with the Group 1 supported by our local pub, the White Hart at Stopham. But the attraction of Group 3 and a Lawnbug soon became a reality.

'By the mid-90s, with encouragement from Jim, I had become fully involved and he allowed me to take over the newsletter, "Cuttings". I was only the second person to be allowed near the newsletter!

'In the mid-90s the sport started to attract sponsorship opportunities, TV and many other things that Jim disagreed with. He used to say "no, not interested". But with careful management and his support we ensured the sport of lawn mower racing benefited from them. I used to tell him that it was a way of attracting new members and a chance to try and grow the Group 1s; he was very fond of that category!'

By the later 90s lawn mower racing really started to take off abroad: there were trips to Ireland, Luxembourg, France and America where in 2000 there was the big race, The Rider Cup.

Bruce Kauffman recalls: 'I cannot help but smile when I think of Jim. Our paths first crossed in the summer of 1991 when the United States Lawn Mower Racing Association (USLMRA) was but a vision and aspiration. Jim helped guide that vision into reality. Long before the days of email, we would talk on the phone "across the pond" and his wisdom and experience allowed us to bring the British creation over to America. Then, when we finally did meet in person at the 1999 BLMRA 12 Hour, it was a such a pleasure being hosted at Hunt Cottage, touring the English countryside and attending the legendary BLMRA 12 Hour Lawn Mower Race. We met again in 2000 when the BLMRA came for the wonderful "Rider Cup" event in Lisle, Illinois. What fun we all had! Then we saw each other again in person at the Bowles Farm Summer National Lawn Mower Races in Maryland of 2016, one year ahead of our grand BLMRA/USLMRA event to mark USLMRA's 25th Anniversary; a worthy capstone for my tenure as USLMRA President, which concluded in 2018.

'Jim, brought joy, fun and family togetherness to countless people around the world via his creation: Lawn Mower Racing. Following in his footsteps and employing his famous sense of humour and grace allowed me to bring that joy to folks here in America.

'I cherish his memory and am proud to have been able to emulate his ability to bring people together.'

Jolly Good Tours

As lawn mower racing became managed by a committee Jim turned his attention to organising rallies and trips around the UK and Europe. Primarily it was for lawn mower racers, locals and friends, but then grew into what became Jolly Good Tours.

They were wonderful events to do. Jim and Mary spent an extraordinary amount of time planning them for the enjoyment of others. They were often away doing recces. If you took part, there were the usual antics that went with it, but above all it was again great fun.

Jim also raised huge sums of money for cancer charities - some £455,000 - through these events. His attention to detail, organising skills and of course gift of the gab made for memorable and successful events.

One of those was the Wessex Cancer Rally where he met Ricardo Galvani: 'I first met Jim on the 2nd The Wessex Cancer rally from London to Monte Carlo back in the 1990s. He had received a phone call from Classic Car Rally Organiser Philip Young, who was busy organising the Peking to Paris event and had asked Jim to stand in for him.

'We immediately clicked and the following year I was asked by The Wessex Cancer Trust to join the organising team and take part in the 3rd edition which we called "A week to Provence".

'His engaging and laid-back attitude to organising events belied his gritty determination to get things right, so when I started running my own Classic Jaguar Tours I asked him to come on board and thus started a friendship that carried on through to his sad demise. The research he did before each event was astounding and I loved going down to Hunt Cottage where he had prepared maps and books from his extensive library for us to go over and plan events. Jim loved reading and there was little he did not know about anywhere we were going to.

'We went on recces and the subsequent events to Argentina, Australia, France, Ireland, Italy and Spain (three times) and we "had a ball" as he would have said. One of his favourite phrases was "It'll knock your socks off".

'Jim's sense of humour was wonderful and very Irish, so that clicked with me as I had an Irish grandmother. We had a hoot on the recces. He made the route notes and I drove. We never had a cross word once. Often over dinner he would talk about past adventures, too numerous to mention, but absolutely fascinating. He would say, "have I told you about the time I", and I would say "Yes Jim, about three times, but you can tell me again"! I loved these stories.

'Then, about 2000, Jim started his own tours which he called "Jolly Good Tours" mostly for local friends from the south of England.

'His strap line was "A day without a chuckle is not an option". Jim was like an older brother to me or that favourite uncle that everyone has and I will miss him terribly.'

Surprisingly Jim wasn't very technically minded when it came to computers; as long as he could type out his trips and stories, print them and send an email he was happy. He never understood why he had to change his computer or upgrade to a newer version when it told him to and God help you if you altered its settings.

After one committee meeting, Jim proudly showed off his new computer to the committee. Unbeknown to him, while he was entertaining the rest of the committee, someone had sneaked out to change his screen saver, which at the time was a sentence that floated around the screen in various shapes. This was changed to say "Jim Gavin is a #@**#!" The following morning various members got a call from Jim to say with a chuckle, and in no uncertain terms, which one of you sons of bitches has mucked up my computer? He took it well, but it was on his screen for a while!

James Robert Gavin had a hugely varied, busy and active life in motorsport and classic cars, (he owned a Frogeye Sprite, Mercedes SL and an MGA amongst many others at various times). He even found time to write four motor sport related books: *Club Motor Racing*, (Batsford, 1977); *The Ford Escort and Rallye Sport* (Pelham Books, 1973); *Ford Cortina, Tuning for Power and Performance* with Stuart Turner (Arlington Books, 1972) and *Rallying Escorts and Cortinas* (Haynes, 1971).

He had a unique blend of common sense and complete daftness. He was still actively planning an event along the Atlantic Coast of Ireland in 2022 right up until his passing.

If Jim wasn't in the desert, he could be found in the fields around Wisborough Green with a bunch of lawn mowers. He is fondly remembered by many who continue to regale stories of his antics.

Recalling his Jolly Good Tour newsletters at this point seems appropriate. He would say, 'Please just email me "yes", if you'd like to keep getting this pesky newsletter or "no" if you'd prefer not. If we don't hear anything after a reasonable time, we'll stop sending it and bid you a mental farewell; hopefully you found it fun while it lasted.'

Toodle Pip!

Source material:

- Londonsydney77.com
- *Stirling Moss – Rally Driver*, Vic Quayle, Herridge & Sons, 2020
- Maximummini.blogspot.com



